

Hongkong Telegraph

(ESTABLISHED 1891)

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REUTER'S TELEGRAMS.

SINN FEINERS CAPTURE A GENERAL.

HIS WHEREABOUTS UNKNOWN.

London, June 29.
Sinn Feiners have captured Brigadier General Lucas and two officers at Fermoy.
The officers have returned to Fermoy, but the whereabouts of Brigadier General Lucas are unknown.

Later.
Brigadier General Lucas' companions were Colonels Danford and Tyrrell. The party were surprised at night, in a fishing hut by armed men in a motor car who seized and carried off the officers. Colonel Danford jumped from the car and attempted to escape but was shot and wounded in the head, whereupon Colonel Tyrrell was left behind to attend to him.

TROUBLE IN ITALY.

A BATTALION MUTINIES.

Rome, June 27.
Following revolutionary propaganda, a battalion of Bersagliers mutinied at Ancona, arrested the officers and then entrenched themselves in the barracks grounds with armoured cars. The loyal garrison has surrounded the barracks and is counter-entrenching. The town is in a panic and houses have been barricaded. Martial law has been proclaimed.

MUTINEERS SURRENDER.

Later.
A message from Ancona says the mutinous Bersagliers have surrendered to their commander. Reinforcements are en route to Ancona and order is being rapidly re-established.

WOMEN ATTACK TROOPS.

Ancona, June 28.
A general strike has been declared in the neighbouring villages. Trains were attacked at Borzaccio and five passengers and a policeman killed.
Anarchists with a machine-gun attacked the Carabinieri barracks at the Ancona-Bombay gates but were unable to enter. Military reinforcements arriving were received with a fusillade from the houses, women participating.

WAR-MEMORIAL SCHEME.

KING GEORGE AS BUSINESS MANAGER.

London, June 28.
The Daily Express publishes the outline of an elaborate scheme to establish a "King's House" memorial to the men killed in the war. The scheme consists of the establishment of a vast Bureau in one of the new Government Buildings at Westminster to assist and advise ex-Servicemen. The scheme will be run on a business basis by the King himself, assisted by a Council.

THE GRAND PRIX.

A WIN FOR COMRADE.

Paris, June 27.
The Grand Prix resulted as follows:—
Comrade 1.
Embry 2.
Soubrier 3.
Fifteen horses ran.

COUNTESS OF DUDLEY DROWNED.

London, June 27.
The Countess of Dudley was drowned while bathing at Rossmuck, Connemara, on Saturday.

TO-DAY'S CHINESE TELEGRAMS.

A TUCHUN FLEES.

Shanghai, June 28.
An official report from Hankow to Peking states that Tuchun Chang King-yao left Yochow two days before it fell. His whereabouts are at present unknown.

CABINET REORGANISATION.

Shanghai, June 29.
It is reported that owing to differences prevailing amongst various parties the Cabinet will be totally reorganised.

NORTHERN TROOPS DISPIRTED.

Shanghai, June 29.
A number of prominent persons have called on the President and declared that if no mandate is issued consequent on the fall of Yochow, the spirit of the Northern armies will break, but the President is still hesitating to give a decision.

NO HOPE OF UNITY.

Peking, June 29.
Chao Ka-shu, foreign intercourse Commissioner of Hupeh, has wired to the Government that many foreign military officers have come to enquire the reason of the fighting after the fall of Changsha, and all of them have declared that under such circumstances China cannot hope for reunion.

(Other, Daily and Special Telegrams on Page 2.)

DOG-SHOOTING.

INTERVIEW WITH THE CHIEF OF POLICE.

If the present rigid orders in regard to the destruction by the Police of dogs which are found straying in the streets after 10 p.m. are carried out with that zeal which too often characterises such orders, we fear the canine species in the Colony are doomed to early extinction.

No matter whether such dogs be licensed or not, if not confined within doors after the fateful hour of 10 p.m. they will be a target for the special policeman with his shot gun, who will then transfer the dead animal into a bag carried by a Chinese satellite.

We were particularly curious to ascertain the origin of such orders and for that purpose interviewed the acting Captain Superintendent of Police this morning. Many complaints have been heard from Kowloon residents in regard to the matter, and our first interrogation was in respect of the truth of the statement that the Police have orders to shoot the animals on sight if found in the streets after 10 p.m.

"Yes," said Mr. P. P. J. Wodehouse, "the Police have powers to shoot dogs found straying in the streets after 10 p.m. This has been the case every year. Now that a few dogs have been killed, people have complained about this so-called cruelty by the Police."

"But are these powers given under an Ordinance?" our representative asked.

"These powers are provided in the Dogs Ordinance which gives authority to the Police to use their discretion to shoot dogs. This is very seldom done, and only when there is such a large number of dogs about that they become a nuisance."

"But don't you think that the public ought to be given some sort of notice before such destruction is carried out?" asked the interviewer.

Mr. Wodehouse stated that the public have had ample notice in the regulations, which were well-known to them. "A few dogs have been shot," he added. "As a rule the Police are very loath to do this until they find that destruction of the dogs is necessary. The same orders are observed in Hongkong as in Kowloon, and in the carrying out of them the Police are exercising the discretion vested in them by the Ordinance."

"Do the Police also destroy stray dogs that are found without an owner in the daytime?"

"No, they are sent to the home for stray dogs."

In regard to the prosecutions against owners which have been so frequent of late for bringing their dogs across the harbour, our representative was informed that movements of dogs across the harbour are restricted under a new Ordinance, the reason being the discovery of a number of rabies cases in the New Territories where many dogs are said to be infected with the disease. A feature of the discovery was that Chow dogs are more or less free from the disease. The regulations in regard to the movements of dogs were made with the view to preventing dogs from the mainland being brought across to the Island, and vice versa.

DON'T FORGET.

TO-DAY

Theatre Royal.—Humphrey Bishop—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

MOUTRIE AND CO.

A GOOD YEAR'S WORK.

The annual general meeting of the shareholders in Messrs. Moutrie and Co., Ltd., was held at Shanghai on June 24, when Mr. E. C. Moutrie, president, supported by Mr. J. L. Teeddale and Dr. W. J. L. Moutrie, directors, and Mr. A. J. Moutrie, acting secretary, were present. The attendance represented 99.99 per cent.

The Chairman, in the course of his speech, said: "It is with much pleasure that your Board are enabled to lay before you to-day the results of another satisfactory year's working. The net profits for the twelve months' working ending March 31 last shows a credit at profit and loss account of \$61,596.34, which added to the amount of \$15,767.52 carried forward from the previous twelve months' working, gives a divisible balance, after due provision has been made for depreciation, of \$77,353.85, which your directors, as published in the report, recommend for distribution as follows:—
Dividend of 10 per cent. \$30,840.00
Bonus of \$1 per share 6,268.00
Bonus to foreign staff 5,451.22
Building reserve 16,000.00
Reserve account 5,000.00
Carry forward to new account 13,894.64
\$77,353.85

The dividend proposed by your Board is the same as that declared for the previous four years. The bonus of \$1 per share I feel sure will be appreciated by all shareholders as was the case last year.

This year we have increased our bonus to the foreign staff up to \$5,451.22 as against \$3,230.00 last year. We feel that your staff well deserve this extra bonus in recognition of their good work during the year. Your staff have our branches have worked well and the result of this satisfactory year's working is very largely due to their loyal support and personal efforts, during a period when difficulties caused by the exigencies of the War had not yet been made good. We trust, therefore, you will approve of our recommendation.

To our building reserve we are adding another \$5,000 bringing this reserve up to \$30,000. I fully explained our reason for this action at our last meeting and, therefore, need not make any further comment to-day, except that the same reasons given last year hold good now.

To our reserve account we are adding another \$5,000 bringing this account up to \$55,000 which is invested in your business.

Stock reserve account remains the same as last year, and as it represents about 10 per cent. of the value of your stock we did not consider a further addition necessary.

Among your liabilities last year a sum appeared of \$15,000 called exchange fluctuation account. This amount, and I regret somewhat more, was absorbed during the year, due to losses in exchange, in our business at Singapore and Kuala Lumpur. Exchange last year on the March 31 was 4/8½ while on the March 31 this year it stood at 7/4. As exchange since this last date has fallen considerably, your Board do not consider it necessary to re-open this account. It fact should exchange remain about where it is, the company would reap a benefit.

We carry forward to next year's working \$13,894.64.

Your Board venture to think that your business is in a very sound condition; we had a credit balance of our bankers of \$79,765.14, which of course will be reduced by the amount of the appropriations recommended, and which I trust you will pass.

The demand for "Moutrie" pianos continues satisfactory and in spite of the blizzard exchange ruling during 1919 we have done quite well in placing our instruments all over the East. Our output steadily increases under the able management of Mr. Watson, our factory manager, and I need hardly say that the ever increasing demand for our pianos and organs is viewed by your Board with every satisfaction.

Your managing director, Mr. Fred. J. Hinkley, left last month on a holiday combined with business, and we trust his visit to England and the States will result in the ultimate benefit of our business. In the meantime Mr. A. E. Paine, our former manager in Hongkong, assumes the position of manager, and under his able guidance we hope we shall be able to lay before you an equally satisfactory result at next year's meeting.

ARSON CHARGE.

JEALOUS OF YOUNGER BROTHER.

The Police have arrested the Chinese who is alleged to have burnt his parental home at Nam Tau Island and committed other acts which had for their object the ruining of his family. As reported briefly at the time, after having committed such acts he was hanged, but the Police were able to trace him, and to-day they produced him before the Magistrate (Mr. O. Hutchinson) by whom he was remanded for a week.

Further details in regard to the alleged crime were to the effect that the prisoner was jealous of his younger brother to whom marked favour was shown by their widowed mother when she came to dividing the paternal land and property between the two sons. It was then stated that his feelings reached a point when he did not hesitate to revenge himself by attacking his aged mother with a chopper, and setting fire to her house also that of the younger brother. A hut used for storage fodder for the farm animals was also set on fire, and the bullock and pig wounded in such a way as to render them useless.

AUCTION "RINGS."

JUDGE ON A FRAUD UPON SELLERS.

Before Mr. Justice Shearman, in the King's Bench Division recently, Mr. Sydney Herbert Rawlings, of Streetman, sued the General Trading Company, of Market Street, Bermondsey, for damages for alleged breach of contract by the defendant to deliver to him half a quantity of tins with covers bought by the defendants on joint account with him. Alternatively the plaintiff claimed on account of the profit on the resale or delivery to him of the goods. The defendants denied the contract alleged.

The case for the plaintiff was that he and Mr. E. H. Bradley, of the defendant firm, who were slightly acquainted, on June 12 last attended an auction sale at Dublin, at which were sold on behalf of the Ministry of Munitions a quantity of tins with covers. Mr. Bradley agreed that if the plaintiff refrained from purchasing the tins and covers Mr. Bradley would purchase them on joint account of himself and the plaintiff. The goods were knocked down to Mr. Bradley for £342, but the defendants had not dealt with the tins on joint account, and were now alleging that the contract claimed was not entered into, and that the purchase by Mr. Bradley was on his own account.

Mr. Justice Shearman said the question was whether this agreement represented a fraud on the public. It appeared that the plaintiff and Mr. Bradley agreed that Mr. Bradley only should bid, and the goods were in consequence knocked down to the combination for many hundreds of pounds less than they would have realised had there been an open and unrestricted public auction. It was clear from the old common law cases that a combination of this kind would not be permissible, but in equity there seemed to have been a prevailing contrary opinion. It might be that the balance of authority was against him but he thought a contract like this was a clear fraud upon the seller. He should add, however, that this custom had been so long accepted that this qualified any moral censure that might be inferred against the plaintiff from his observations. He gave judgment for the defendant, but without costs.

ness, and we trust his visit to England and the States will result in the ultimate benefit of our business. In the meantime Mr. A. E. Paine, our former manager in Hongkong, assumes the position of manager, and under his able guidance we hope we shall be able to lay before you an equally satisfactory result at next year's meeting.

THE COLONIAL MANDATES.

WHERE ARE THEY?

John H. Harris writes in the Daily News:—
Have statesmen forgotten what almost every child knows, that a wise man once said, "Whom the gods wish to destroy they first drive mad"? Have we learned nothing from Egypt, whether from Syria, nothing from India, or is it that European statesmen believe that there are no limits to the patience of the 100 millions of the African race?

The seeds of disaster are being sown all over the African Continent, and the root cause of the trouble is that only the few know what is going on to-day in the dark continent. One of the most serious features is that in the colonial territories there is widespread unrest, due first to the breach of faith with the natives, and secondly to the fact that the Mandates "B" are not yet issued.

THE MANDATED AREAS.

Those colonial territories which prior to the war were under German control, became trustee territories under the League of Nations. These comprise Togoland, Cameroons, German West Africa, German South West Africa, and the islands of the Pacific—all of them great vegetable oil-producing areas. These territories, measuring over a million square miles, and occupied by 12,000,000 people, were to be regarded as a sacred colonial trust of civilisation under the guardianship of League of Nations; what it must never be forgotten that sovereignty was to reside in the League, and not in any individual State. The inhabitants of these tropical lands were to be most explicitly promised that their territories should be placed under mandatory powers of their own choosing. Mr. Lloyd George not only gave the most solemn pledge to this effect, but even went so far as to say that the question would be referred to the chiefs and councils, who, he said, "are competent to speak for their tribes and members."

Language could not be clearer, yet nothing whatever has been done to carry out the pledge; whilst it is not denied that there is no intention whatever of giving effect to these deliberate promises formally made to the African races. In the face of such a flagrant breach of pledged word, it can be no matter for surprise that unrest and disaffection are spreading everywhere within the mandated areas, whilst a severe blow has been delivered against the prestige of the white man throughout Africa.

THE MANDATORY POWERS.

The Mandates of these colonial territories are, we are told, to be conferred on Britain, France, Belgium, and possibly Italy. Statements have appeared in the Press giving the geographical boundaries to be allotted to each colonising nation of the respective areas. The only definite thing that can be said about these Mandates is that they appear to be devised with the object of creating a maximum of difficulty and disturbance, whilst in half a dozen places they are known to have been received with hostile demonstrations by the inhabitants, with the result that petitions of protest have poured into the Government—at least from those territories where there are no soldiers stationed in the Post Offices with the express object of intercepting such protests!

In the meantime, the Mandates, which are known to have been drafted for nearly a year, are still withheld. What has happened to them is common knowledge. The object of this is clear enough, namely, that the longer the delay in issuing the Mandates the greater the opportunity of defeating the mandatory principle: the longer the delay, the more time there will be to establish well-defined lines of administration which later on will be found to conflict with the conditions of the Mandates. The failure to issue the Mandates is already giving rise to the belief that only the

issue of them can be delayed a little longer this "League of Nations nonsense" will evaporate, and the Colonial territories will become national possessions in the fullest and most resolute sense.

It is known that forced labour is being demanded from the natives; it is known that exploitation is beginning; it is known that subjects of Allied and associated Powers other than those of the Mandatory-Elect are being elbowing out of territories where for twenty years they had been on a lucrative business under the German administration; it is known that these merchants are suffering heavy financial loss and damage by these proceedings, which are quite obviously the grossest violation of the Covenant. These millions of natives are suffering a triple injustice: they are being forced under mandates for which they have a great aversion; they are being subjected to a form of oppression almost as bad as they suffered under the German administration; and thirdly, they are being slowly deprived of their open market which was provided for them by the competition of European merchants.

The Mandates would be produced immediately if simple but perfectly legitimate steps were taken. It is known that the occupation troops will soon be withdrawn. A declaration that this will not be done until the Mandates are issued would have an instant effect. The same step would have equally prompt effect, and would certainly kill more than 200,000 men with one stone; namely, the issue of a declaration that, in the name of the League of Nations, no natives escaping from slavery from the territory of any nation shall be permitted to enter the territory of another. Of these two, the latter would cause great consternation in certain official quarters; but in the German occupied region, as in the remote villages of Africa, that declaration would be hailed with a shout of joy.

The time has come for the public to insist upon the issue of the Mandates; and not only so—a very clear warning must go forth that any further betrayal of the natives in these colonies will lead to vigorous denunciation. The time has gone by for "possession" as title to colonial expansion, particularly in these countries where white men can "neither toil, nor spin," but where they can only "exploit." The day of African emancipation was brought appreciably nearer by the conception set forth in the Covenant of the League of Nations; and those who laboured so incessantly for these ideals are in no mood to watch silently the destruction of these ideals for the selfish ends of so-called civilisation.

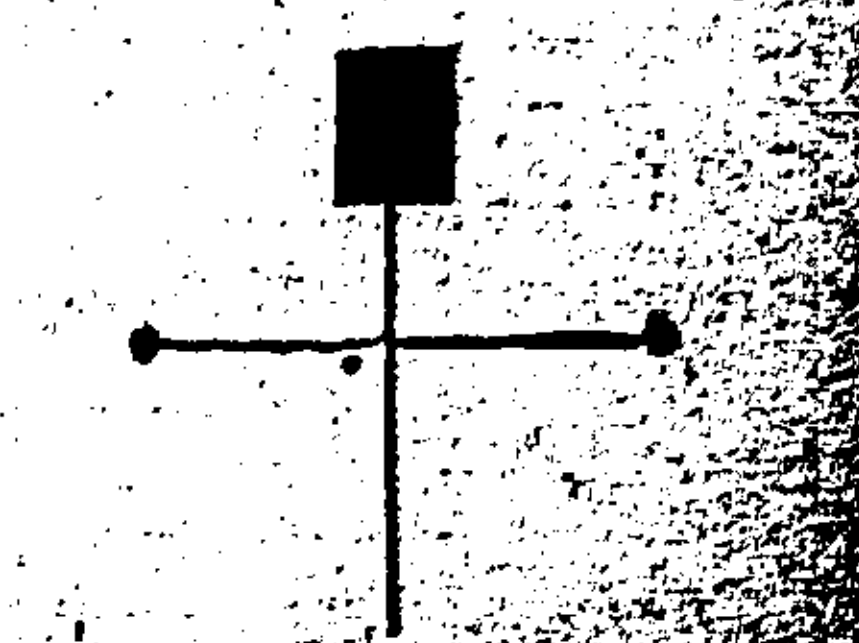
TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s. 8½d.

THE WEATHER.

2 p.m. Barometer—29.57; Temperature—79. Humidity—91.

TYPHOON SIGNAL.



SIGNAL No. 4.

The above signal was at the Observatory at 2 p.m. to-day. It indicates that a gale may be expected to blow from the East (N.E. or E.) on the 1st July.

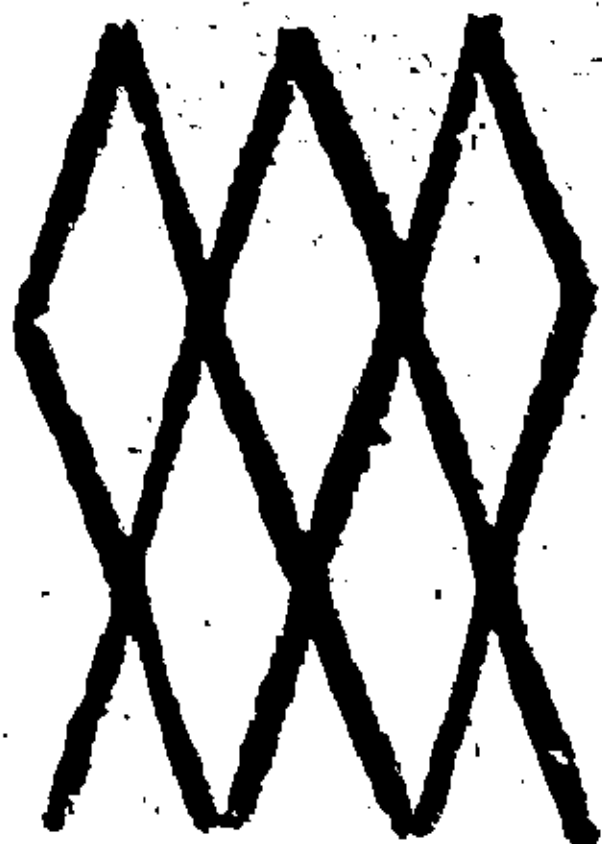
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EARLIER TELEGRAMS

RUSSIAN AGENT'S ACTIVITIES.

New York, June 26.
 Mr. Martens is reported to have signed a contract for several million dollars of Canadian foodstuffs and machinery for Russia. It is stated special bank arrangements have been made in Canada and England. It is understood the first shipment will be of flour.

AMERICA AND IRELAND.

San Francisco, June 26.
 Representatives of the organization of Friends of Irish Freedom which intended to urge a plank in the Democratic platform regarding Ireland have decided to abandon the idea in view of the activities of de Valera and Irish sympathizers. The announcement is regarded as aggravating the possibility of a determined fight on the Irish question.

THE DEMOCRATIC CONVENTION.

San Francisco, June 26.
 The Credentials Committee has rejected Senator Reed's claim to serve as delegate to the Missouri Democratic Convention. Senator Reed is a conspicuous opponent of President Wilson's policies.

U.S. RAILWAY TROUBLE.

Chicago, June 26.
 Heads of fifteen railway labour organisations in conference declared to-day the railway situation has been most menacing since the war. They doubted whether it would be possible to prevent a complete paralysis of transportation unless the wage controversy is promptly decided.

ANOTHER U.S. RESIGNATION.

Washington, June 26.
 President Wilson has accepted the resignation of Mr. Crowell, Assistant War Secretary.

YELLOW FEVER AT SALVADOR.

Washington, June 26.
 There is an epidemic of yellow fever at Salvador.

WIN FOR BATTLING LEVINSKY.

Cleveland, Ohio, June 27.
 Battling Levinsky beat Sergeant Smith in a ten round bout.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

PENING COMMERCIAL STRINGENCY.

Singapore, June 29.
 Difficulties in Penang Bazaar have been caused by the slump in trade leading to an arrangement for the settlement of debts on instalment. It is believed the top of high prices has been reached.

LORD BEATTY ON SEA-POWER.

FAITH IN THE CAPITAL SHIP.

Glasgow, May 8.—Lord Beatty to-day received the freedom of Glasgow and the honorary degree of LL.D. from the university and reviewed the Glasgow Battalion of the Boys Brigade. Lady Beatty attended the inauguration of the Glasgow centre of the American Red Cross Maternity and Child Welfare Centre.

At the University, Lord Beatty was welcomed by the students in their traditionally boisterous manner, and was duly "capped" by the Principal, Sir Donald MacAlister.

Lord Beatty, in addressing the students, said he hoped the lessons of the war were going to be inculcated in the minds of the next generation, and that sea-power, which had shown itself to be of some value to this Empire, was not going to be let down. If there were a university in the world which should know something about sea power and naval history it was the University of Glasgow, and if it were possible for a great public-spirited citizen of Glasgow to do anything towards endowing a Chair of Naval History, he was sure the Empire would benefit, for naval history and the future of the Empire went hand in hand.

At St. Andrew's Hall, where the freedom ceremony took place, there was a large gathering. Lord Provost Stewart presented the burgess ticket in a silver-gilt casket representing a ship in full sail.

Lord Beatty, in acknowledging the honour, said that during the late war the Clyde shipyards achieved the remarkable record of building 615 men-of-war, and of refitting 1,263 vessels. That work produced a most intimate association between the city and the Fleet, and particularly the Grand Fleet, which he had the honour to command. The efficiency of the Grand Fleet and its readiness for battle depended to a considerable extent upon the efficiency and industry of the shipyards of the Clyde. The disappearance of our enemies had in no way altered the fact that the British Empire was entirely dependent upon the sea, and therefore there was no excuse for neglecting to insure against the unforeseen. Before the war there were two Services—the Royal Navy and the Mercantile Marine. During the war these two Services were welded into one, and it would ever remain so. (Cheers.) He concluded with a strong appeal for a chance in civil life for the disabled men of the Fleet and of the Army.

Subsequently, Lord Beatty was entertained at luncheon by the Corporation in the City Chambers, where, in acknowledging the toast of "Our Youngest Burgess," he said the Fleet to-day represented the minimum compatible with our security and the prestige of the greatest sea-power of the world. It provided the nucleus for expansion should that be required, and in the meantime their efforts were being devoted to utilizing all the information in their possession and all the experience that had been gained. Economy was absolutely essential to reinstate the prosperity of the Empire. They could not afford to be wasteful. There were critics who told them that the capital ship was dead, but the Admiralty considered that the capital ship was still a unit upon which the sea power of any empire was built up.

NOTICES

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AMERICA AND THE TREATY.

PRESIDENT VETOES PEACE RESOLUTION.

Washington, May 27.—The Republican peace resolution was vetoed to-day by President Wilson.

Such a method of making peace with Germany, the President said, would "place an ineffaceable stain upon the gallantry and honour of the United States."

Without announcing his intention regarding the Treaty of Versailles, the President declared that the treaty embodied the important things omitted by the resolution, and said that by rejecting the treaty the United States had declared in effect that it wished "to draw apart and pursue objects and interests of our own."

The President added that the peace resolution omitted mention of many important objects for the vindication of which the United States entered the war.

"Such a peace with Germany," the message continued, "a peace in which none of the essential interests which we had at heart when we entered the war is safeguarded, is, or ought to be, inconceivable: is inconsistent with the dignity of the United States, with the rights and liberties of her citizens and with the very fundamental conditions of the civilization."

The President's message says: "To the House of Representatives."

"I return, herewith, without my signature, House Joint Resolution 327, intended to repeal the joint resolution of April 6, 1917, declaring a state of war to exist between the United States and Germany, and the joint resolution of December 7, 1917, declaring a state of war to exist between the United States and the Austro-Hungarian Government, and to declare a state of peace."

"I have not felt at liberty to sign this joint resolution because I cannot bring myself to become party to an action which would place ineffaceable stain upon the reputation of the British Navy."

gallantry and honour of the United States. Have we sacrificed the lives of more than 100,000 Americans and ruined the lives of thousands of American families, an unhappiness that can ever end, for purposes which we do not now care to state or take further steps to attain? The attainment of these purposes is provided for in the Treaty of Versailles by terms deemed adequate by the leading statesmen and experts of all the great peoples who were associated in the war against Germany. Do we now not care to join in the effort to secure them?

"We entered the war most reluctantly. Our people were profoundly disinclined to take part in a European war, and at last did so, only because they became convinced that it could not in truth be regarded as only a European war, but must be regarded as a war in which civilization itself was involved and human rights of every kind as against a belligerent Government. Moreover, when we entered the war we set forth very definitely the purposes for which we entered, partly because we did not wish to be considered as merely taking part in a European contest. The joint resolution which I return does not seek to accomplish any of these objects, but in effect makes a complete surrender of the rights of the United States so far as the German Government is concerned."

GERMAN APOLOGY TO BRITISH NAVY.

Some German papers in March published reports alleging that sailors from two British destroyers committed criminal offences against young German girls. The British Government ordered an investigation, which proved there was no ground for the allegations. Now the German Government has expressed to the British Government its regret that these discrediting accusations should have been falsely made against the reputation of the British Navy.

DOINGS OF THE DUFFS

Tom Had An Ax To Grind.

BY ALLMAN



NOTICES

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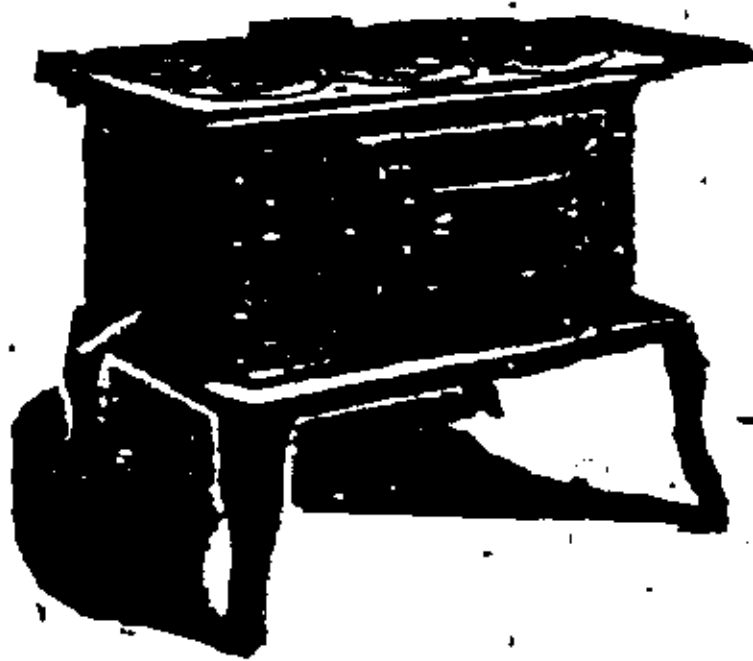
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CAN EGYPT GOVERN?

HELP THE NATIVE TO
HELP HIMSELF.

The Rt. Hon. G. N. Barnes, M.P., writes in the *Daily News*—
If I were asked to explain why the Egyptians have been for so long a subject people, I would say it is because of (1) Eastern fatalism and docility; (2) social habits and religious sanctions. The Egyptian apparently cares nothing for what goes on around him, unless he is directly and personally concerned; and he is child-like in his docility.

Let me give an instance. I remember one day, in a narrow street, being attracted by the noise of a wedding party. There were two bands, a number of gaily-painted coaches, and a crowd. Almost opposite the house of the bride, there sat a cige maker on his door step, preparing wooden bars. His job at the moment was punching holes through the bars, which were held in position on a block by his toes, while he drove a hollow tool through them with a wooden mallet. He worked away, fingers and toes, without ever lifting his eyes to what was going on around him.

The fatalism and docility of the Egyptians may be, and has been, turned to account by military genius. They were exploited a century ago by Mohammed Ali, who very nearly succeeded in welding the Egyptians into a nation—he being a Turk. One must therefore look for some other explanation of Egyptian bondage.

A SOMBRE FIGURE.

There is one phase of Egyptian life which may explain a good deal—sex and the social habits and religious sanctions appertaining thereto. The Egyptian woman is a beast of burden—like the camel or the donkey. The wife can be divorced at will; she has no status, even when she is but the one wife—which is, of course, the rule. She is regarded as inferior and, in a sense, the exclusive property of man. She shrouds her face when abroad from her home—which, as a rule, is a miserable mud brick hovel; she is generally dressed in black, and she is altogether a sombre and pathetic figure. This is the darkest phase, indeed, of Egyptian life.

All this has its origin in history, and—still worse—has the sanction of the Koran. I cannot think but that the degradation of the Eastern woman throughout the centuries has, in some subtle way weakened the fibre of the Egyptian, and left its mark upon the national morale.

In addition, there is the lack of education. Among the masses of the people, only about five per cent. can read and write their own language.

Of course, there is the Nationalist movement; but this is doctrinaire, and has no deep roots in the country. Any strength which the movement has recently exhibited has been due to general world unsettlement, and to special material grievances; both of these conditions being traceable to the war. There is one grievance connected with the recruitment of men for the Labour Corps. It is said that the poor were pressed into service, whereas the rich could always buy exemption from the local Ordeh. Another cause of friction is high prices—common at present to all countries; and still another cause of discontent arises from the allegation that the public services are not so open as they might be to the young educated Egyptians. This is further aggravated by poets having recently been filled—so it is said—in some cases by supercilious young gentlemen from this country, who make little effort to get the good will of the people.

The outstanding cause of the trouble is, I believe, the extraordinary increase of wealth, and the fact that capitalist speculators have got immensely rich through their speculations. These things—and more of a like kind—have irritated the people and created the atmosphere in which the futile demand for British evacuation has found strength.

NATIONALIST ASPIRATIONS.

Nationalist aspirations in Egypt must, of course, be sympathetically met. I don't know that I would not go further, and say that genuine national feeling should be encouraged. After all, the British are only the temporary guardians or tutors of the Egyptians. But Nationalist feeling must come from the bottom and have its roots in the soil. The fellah is really the Egyptian. He forms ninety per cent. of the country. He should be encouraged to take a more active part in local government; and, if necessary, local government should be improved by wider powers. He should be protected in any way; "graft" should be stopped, and he should be educated to make the fullest possible use of the powers he has or may acquire.

In regard to central government, the Egyptian has, or might have great power. After all, the Ministers are those of the Sultan. They can call a National Assembly, and on occasion they have done so—notably in connection with a projected extension of the Suez Canal Company's lease. Then they carried their point as against the British Advisers.

Both the British and Egyptians, however, are equally concerned in the removal of anomalies from which the country is at present suffering. Some of these are deep-seated, and could be rectified only by the Egyptians themselves, because they are rooted in age-long custom and religious sanctions, which cannot yield to outside interference. But some are susceptible to practical treatment, and could be removed by practical and combined effort. There are, for instance, the capitulations, the terms of which are oppressive; there is the lack of education, of alternative employment to agriculture, and of employment of native talent in administration. There is also the question of the revision of taxation. Nationalists and British could find common ground of agreement on most of these things.

A LONG ROAD.

The Nationalists must realise that there is a long, and possibly a thorny, road to the attainment of their ideal. Their policy should be directed to finding out what is best for the country now, and to laying the foundations of self-government by practising it, so far as possible, in the peculiar and transitory conditions in which the country is at present placed.

Meanwhile I would quote from the words spoken some years ago by the late Mr. Keir Hardie when I accompanied him as my colleague and chief to a conference of Egyptians at Geneva. "Beware," said Mr. Hardie, "of secret organisations, or all thoughts of an armed uprising for the overthrow of British authority. Work openly and in the light of day for the creation of public opinion in Egypt, and Great Britain, and have no fear of the result. I agree with Sir Eldon Gorst in this; that it is only by proving your fitness that you are going to get rid of foreign intervention and win Egypt for the Egyptians. No surer way of doing this exists than by keeping your movement honest, and by making it strong and respected."

That advice is as good and applicable to-day as when it was uttered ten years ago.

TUBERCULOSIS TREATMENT

SEGREGATION WITH
FAMILIES

Speaking at the Congress of the Tuberculosis Society of Great Britain and Ireland, which was opened at Leeds recently, Dr. H. de C. Woodcock, the president, said that the insistent question was—"What of the sixty thousand men, women, and children who died of one preventable disease in the year ended May 13, 1936, and what of the sixty thousand men, women, and children who will die during the subsequent year?" Did not the fact that ten times as many children died in some industrial districts as in others justify autocratic powers in medical officers of health? To-day's passionate desire for equality of opportunity made freedom, as it had been understood in the past, quite impossible.

The Congress passed a resolution expressing the opinion that a conference should take place between those actually engaged in tuberculosis work, and those engaged in research work, to arrange the lines on which future investigation should be conducted and the manner in which the records should be kept and their results circulated. In moving the resolution, Dr. B. Moore, of the Lister Institute, observed that an investigation in which he was engaged with regard to T.N.T. poisoning during the war cost £1,500, but saved £2,000,000 and innumerable lives.

In the section which dealt with tuberculosis and the worker, Dr. Moore expressed the opinion that tuberculosis was developed chiefly in the factories and workshops, and said those who contracted it should be segregated, and they should also be made an allowance equivalent to or greater than their wages. Their families should be allowed to accompany them into sanatoria, so as to do away with the semblance of "prison" treatment. Commenting upon the remark of a trade union representative of the Leeds glassblowers—that in the trade, where the blowers used one another's blowpipes, eight out of ten died from tuberculosis—Dr. Moore said it was a ridiculous thing that glassblowers should be exposed to infection in this way, and he promised that the medical profession would do their best to see that it was not allowed to continue.

Canon Phipps, chairman of the Tuberculosis Committee of the West Riding County Council, observed that everyone agreed with the Government's proposal to give preferential treatment to ex-service men suffering from tuberculosis, but the Government should take steps to provide for the treatment of civilians who were displaced from the sanatoria to accommodate the ex-service men. In the West Riding 300 men and women patients had recently been turned out of one sanatorium to make room for ex-service men.

HOME CRICKET.

SHANGHAI PLAYER'S BIG SCORE.

It is pleasant news to sportsmen in Shanghai that Capt. E. I. M. Barrett is once again assisting the Hampshire County cricket team in the County Championship at home, and that he is in such excellent batting form as to have made a score of 215 for Hampshire in their match against Gloucestershire.

It was in 1912 that Capt. Barrett last assisted the county of his adoption, and in that season he played in all the Hampshire county matches—24 in number—and for 32 innings had a batting average of 41.08, he and Mead bearing the brunt of the batting. Among English batsmen that year, C. B. Fry, A. C. Johnston, and C. P. Mead, all of Hampshire, stood first, second and third in the first-class averages for the season, and Capt. Barrett was not far below them, occupying tenth place. That year Hampshire took sixth place in the County Championship table, and had it not been for the fact that their bowling was by no means on a level with their batting, they would have come very near to winning the championship.

In all first-class matches Capt. Barrett played 44 innings and for a total of 1,331 runs had an average of 40.61 per innings, his highest score being 133, not out against Oxford University.

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The real charm of Stone Ginger-Beer is the flavour
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WHITE CANVAS RUBBER SHOES

"JUST THE WEAR FOR THE SEASON"



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HONGKONG IMPORTERS

AUSTRALIA AND THE EMPIRE

POST-WAR FINANCIAL PROBLEMS.

Recently Mr. W. A. Watt, the Treasurer of the Australian Commonwealth, discussed with a representative *The Times* a few burning subjects of the moment, chiefly Imperial. On many his lips were sealed; on others he preferred to be informative and confidential; but on others again he spoke out with that spear-like directness which marks the leader of opinion from overseas.

Discussing present conditions in the Commonwealth, he said that the Australian Government, led by Mr. Hughes, judged by every fair political test, enjoyed the confidence of the great majority of the people, and was tackling with every prospect of success important and far-reaching problems. "Although the shortage of world supplies is," he added, "depriving us of some raw materials of industry, manufacturing enterprise within Australia is exceptionally vigorous. One lesson of the war is that so distant and isolated a land should increase and diversify its production of the necessities of life. The defensive outlook thus colours the economic. The tariff recently introduced gives additional encouragement for manufacturers, as well as providing a still fuller invitation for reciprocity in trade with Britain."

Mr. Watt added that the older world was apparently finding that the war was out for a larger share of the product of his labour, and his strong view was that Parliaments and Governments in every country where wisdom and temperance resided would endeavour to give it.

WAR DEBT REPAYMENT.

Mr. Watt explained very readily that his first concern, besides representing Australia at the Brussels Conference on post-war finance, was to discuss the repayment of Australia's heavy war loan debt, some of it raised in the Commonwealth, but most of it obtained by arrangement with the British Government. World conditions were affecting Australia more than had ever been deemed possible, and it was of the utmost importance to Australia's future to appreciate fully the causes and probable effects of the present international dislocation in exchange and related questions.

The chief contract between the Imperial and the Australian Governments in the way of war supplies was with regard to wool, and the growers were demanding a settlement of accounts and distribution of profits. This was to be discussed with the proper authorities in the near future.

On the score of reparations, Mr. Watt said that his Government entertained strong opinions, and held the expectation of receiving some moiety of the German indemnity some time next year. "Whether British opinion on this point," he added, "has become more indulgent during the past 12 months or not, I am scarcely able to judge, but Australia's conviction has not altered, and we look to the resolute observance of the conditions of the Treaty."

OUTLOOK IN THE PACIFIC.
It was hardly possible to expect Mr. Watt's views as to our Pacific mandate to have changed or developed since he set sail from Australia eight weeks before. He complained rather bitterly, in a side-reckon, on the disorganised state of land and ocean transport; but he said that one object of his visit was to press for expedition. It appeared to the Australian Cabinet that there was danger and wisdom in the indefinite continuance of military occupation in the islands, and he hoped that the full strength of British influence would be directed to an early settlement.

Questioned on the score of mutual commercial prospects, Mr. Watt said his mission included a certain degree of pressure in the direction of more effective trade representation here in London and elsewhere in Europe. It was of the utmost consequence to them that Australia's staple products should find the most profitable overseas markets and he was

here to investigate and report accordingly. "My mission," he said, "is regarded as important to Australia. I do not come to Britain with any complaints on my lips, but simply for a family talk about the business of the family. It has seemed to me for some time that John Bull and Co. do not hold enough meetings of the board of directors. The junior partners may not always hold identical opinions with the senior, but consideration of each other's difficulties and different points of view is calculated to avert misunderstanding, and conduce to unity and harmony."

To the question if Australia was going to pay off war debt within a given time, Mr. Watt replied that he had propounded some time ago a scheme for the Government of the Empire to adopt in concert, and had submitted it to the proper quarter. He believed it would have led up to the early consolidation and liquidation of the Empire's war debt. To this he had received as yet no reply, but he hoped to put it personally before Ministers, and he thought they would perceive at once that its main purpose was to prevent collision and competition in the management and conversion and general financial operations involved.

KEEPING THE GERMAN OUT.
The speeches of Mr. Hughes were recalled in so far as they breathed the policy of German exclusion, and here Mr. Watt was just as uncompromising. "The intention in Australia," he said, "is to keep them out. If I were asked to interpret the Australian view, I would say that the Australian public does not want German goods, and I should be very surprised if the portals of Australia were opened to admit German products for generation or two. I know how this matter is related to the question of reparation and so on, but (this with a voice of intense emphasis) we do not want them in among us, and we do not want their trade."

"No truck with the Hohenzollerns" was a popular cry, and likely to remain so. Questioned on the grievance which has been expressed in Australia and South Africa as to the harsh bearing of the gold premium on low-grade mines, Mr. Watt referred to the plan he had helped to institute for the release of produced gold by granting permits for right to export gold to approved destinations. This had produced an extra dividend of three-quarters of a million, and he thought some such solution of the problem would work equally well in South Africa.

Mr. Watt expressed, on behalf of the Government and people of Australia, their very keen appreciation of the splendid reception given to the Australian soldiers by the organisations and entertainment committees of Great Britain. There was a strong feeling in Australia of ardent appreciation of the kindness the boys received. He went on—

"Australia, like the other Dominions that Britain has bred and dowered, is intensely aware of itself. We are keen and our principal job is to preserve our great southern outpost for the British people and others of their kind. Deep under any faults we may have lies a religious pride of blood and faith in our Empire partnership. Amid the anguish and sacrifice of the war period that lamp of our pride devoutly burned on the family altars of Australia, and we emerged from the grim struggle even more resolutely British in sentiment than before. We stand for an Empire one and indivisible."

CROSS AS WAR MEMORIAL.
Captain A. F. B. Carpenter, V.C. who commanded the Vindictive at Zebrugge, and Air Commodore Hearson unveiled a granite Celtic cross of 15th century design in the village churchyard at Sanderstead, near Croydon, as a war memorial. The cross, which stands near the road was dedicated by the Archdeacon of Kingston, and bears the following inscription—"All ye who pass by, remember with gratitude the men of this place who went forth to fight for God's country."

THE ANTI-DUMPING BILL.

FREE TRADE TRIUMPH.

Lord Balfour of Burleigh's Anti-Dumping and Protection of Special Industries Bill was defeated in the House of Lords on the motion for second reading by the extremely exiguous majority of one, the figures being:

For Bill 22
Against 23
Majority against 1

The debate was opened by Lord Emmott in a first-rate speech, unimpeachable in its Free Trade doctrine. Not that he is a doctrinaire in any sense of the term. Far from it. He is a Free Trade on practical grounds and not from theoretical reasons. The exigencies of the war have confirmed him in the faith.

SCOPE OF THE BILL.

Lord Balfour's Bill is of a two-fold character—one part of it dealing with dumping, and the other with the protection of "key" and allied industries. The particular industries which are to be safeguarded from the blasts of foreign competition are—

Synthetic dyes and drugs, spelter, tungsten, magnetos, optical and chemical glass, illuminating glassware, scientific and optical instruments, hosiery, needles and thorium nitrate.

The Bill proposes to create a special industries council to advise the Board of Trade as to the promotion and assistance of these special industries. Additions to this schedule of protected industries—the protection may be by subsidy or tariff, or in other ways—cannot be made without Parliamentary sanction.

As to "dumped goods," it was proposed to give power to the Board of Trade to prohibit their importation. "Dumped goods" are described as goods offered for sale in the United Kingdom at prices less than are charged for the same class of goods in the country of origin. Under both heads the Bill sustained a deadly hammering at the hands of Lord Emmott. He severely condemned the proposal that a Government Department should have absolute power to prohibit imports. He would infinitely prefer a tariff to a system of prohibition, with licensing, because under the former traders would at any rate have the advantage of certitude. They will know where they are under a tariff. Lord Emmott's experience at the War Trade Department has not inspired him with any confidence in bureaucratic control, and he believes that "the genius of the British people is essentially individualistic." As to dumping he does not think there is any evil calling for legislative treatment. It is a case of much cry and very little wool.

"DUMPING" AND LOWER PRICES.

Lord Crew and Lord Beauchamp concurred with Lord Emmott in the wish that foreign goods could be dumped into this country at the present time in order to bring down the high level of prices. Nor is Lord Emmott apprehensive of dumping in the future. The real danger we have to fear is not the competition of goods sold here at prices below their price in the country of origin, but of goods selling at their natural price brought to Europe from countries where costs of production are much lower. We could prevent these goods entering our home market, but could we compete with them in neutral markets? He sees immense political dangers in this possibility, and there may be brought into play a colour feeling from which we in this country have so far been singularly free. He is sympathetic to the idea of safeguarding key industries, but was very critical of the clauses in the Bill dealing with that subject also.

LEGALISED PROFITEERING.
Owing to the strange reluctance of Ministers and their supporters to take part in the debate, another Free Trader followed viz. Lord Beauchamp, who moved:

NEW ADVERTISEMENTS.

THEATRE ROYAL

TO-NIGHT!

HUMPHREY BISHOP GO'S

THIRD PROGRAMME

TO-MORROW

PANTOMIME

That this House refuses to proceed further with a Bill the result of which will be to legalise profiteering and to increase the cost of living.

Lord Beauchamp belongs to the most orthodox school of Free Traders, and condemned both phases of the Bill with equal vigour. To him the Bill is "a sort of conspiracy against consumers in this country." Our most important need is a reduction in the cost of living. He warmly protested against the notion that British trade should be governed by a policy of commercial preparation for a new war. "I distrust entirely the dangerous policy of running the commerce of this country with an eye on military preparation for the next war." Lord Balfour, he said, entirely ignores the high hopes reposed in the League of Nations.

No speaker on the Government side rose when Lord Beauchamp sat down. "Are we to have no enlightenment from the Government?" asked Lord Crew, who held that the Bill was singularly inopportune and entirely unrelated to the circumstances of the time. In a striking phrase Lord Crew said, "Protection and Communism are twin brothers." If the Labour Party ever consents to a departure from Free Trade, "it will not do so for anything except public management." Lord Crew's elaborate defence of his share of responsibility for the Paris economic resolutions was superfluous. That unhappy episode had better be consigned by Free Traders to a merciful oblivion.

Lord Balfour claims still to be a Free Trader. He was willing to abandon the anti-dumping clauses. "The main part of the Bill is that which deals with special industries." "I don't want to protect the producer in this country, but I do want him to have fair play." As to private industries, he thinks, after our experiences in the war, that "this class of industry ought to be retained in this country at all hazards and expense."

LIVELY LORD CHANCELLOR.

The Lord Chancellor announced that the Government were not prepared to accept the Bill in its entirety, but if the second reading was carried he hoped Lord Balfour would confer with the President of the Board of Trade as to its future. Then he launched for on a lively harangue in the old Tariff Reform manner. He scoffed at "the intellectual superiority of the unilateral Cobdenite school of economics," and described Lord Beauchamp as "outside the pale of any disputable economic area." He was wroth with Lord Emmott for saying that the extraordinary financial strength and staying power of this country during the war was attributable to our Free Trade policy. "It is not at all established," argued Lord Birkenhead, "that the finances of this country have borne the strain better than a victorious Germany would have done." He did not explain why Free Trade England bore the strain so much better than her Protectionist Allies in victory, France and Italy.

After this brisk speech the Bill marched to its doom in the division lobby.

NOTICE.

REPULSE BAY HOTEL.

WEDNESDAY, JUNE 30th.—TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SATURDAY, JULY 3rd.—TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JULY 4th.—ORCHESTRAL CONCERTS DURING TIPPIN AND AFTER-NOON.

J. H. TAGGART, Manager.

NOTICE.

IN THE GOODS OF JOSEPH R. CHAPMAN DECEASED.

Notice is hereby given that in pursuance of the provisions of Section 58 of the Probate Ordinance 1897 the time for creditors and others to send in their claims against the above estate is limited to the 29th day of July 1920.

Dated 29th June, 1920.

WILKINSON & GRIST, Solicitors for the Administrator.

NOTICE.

BANK HOLIDAY.

Under Ordinance No. 5 of 1912, Thursday, 1st July has been proclaimed a General Holiday and the Exchange Banks will be closed for business on that day.

Hongkong, 26th June, 1920.

Burglar & Fire-resisting

SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMMERT BROS., Duddell Street.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 2nd July, 1920, commencing at 11 a.m.

at their Sales Rooms, Duddell Street

10 cases Ultramarine Blue

Terms: Cash on delivery.

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 2nd July, 1920, commencing at 3 p.m.

At No. 31 Godown, Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon.

20 cases Window Glass

Terms: Cash on delivery.

LAMMERT BROS., Auctioneers.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. 379 & 380

NOTICE.

NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC (1914).

Subscribers to the above Loan are hereby notified that Redemption of the bonds drawn at Peking on the 9th June, 1920, will begin on the 30th June, 1920.

Payment in cash or its equivalent will be made at the Bank of China and Bank of Communications or any of the branches of the above banks and also at the Shanghai Office of the Hongkong and Shanghai Banking Corporation.

Bonds having as their two terminal numbers any of the following groups, viz. 09, 17, 22, 37, 50, 52, 59, 68, 76, 90, 95, are drawn bonds.

CECIL A. V. BOWRA,

Officiating Inspector General of Customs

Inspectorate General of Customs, Peking, 18th June, 1920.

NOTICE.

IMPORTS & EXPORTS OFFICE.

GENERAL HOLIDAY.

The Office will be open for all purposes from 9 a.m. to 12 noon on Thursday the 1st July, 1920. Licensed Warehouses will be entirely closed on that day.

C. W. BECKWITH,

Superintendent, Imports and Exports.

Hongkong, 24th June, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 2nd July 1920.

Commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

2 Motors

1 Transformer

2 Switches

650 lbs. Square Asbestos Metallic Packing

8 cases Hecker's Wheat Farins

250 Icy-Hot Bottles

10 cases Yellow Laundry Soap

2 cases Parrot Powder Soap

641 bags California Oats (House Food)

20 cases Soft Soap

Also

34 cases Tinned & Bottled Provisions

(more or less damaged by sea-water)

And

A Quantity of Sandries.

Terms: Cash on delivery.

LAMMERT BROS.,

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 2nd July 1920, commencing at 3 p.m.

At No. 25 Godown, Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon.

93 Bales Hemp

Terms: Cash on delivery.

LAMMERT BROS.,

Auctioneers.

WANTED.

CAPTAIN, A.S.C., 40 years of age, single, served Egypt, Cyprus, etc., through war, 18 years Civil Service, and still there, sound mind and limb, fed up home conditions requires decent position, Hongkong or China.

First class public school athlete, winner all England Plate, Wimbledon, captain Middlesex tennis, Interview London. Particulars, Box 381 c/o "Hongkong Telegraph."

CAPTAIN, H.L.I., demobilised, Scotch, single, 36 years age, engineer's training, service Mesopotamia, R.A.F., wants employment East of Suez. At present in Scotland. All credentials and particulars from Box 383 c/o "Hongkong Telegraph."

WANTED.—European assistant manager for export department with old established British firm. Experience in South China exports essential. One with knowledge of French given preference. Good salary to right man. Give references and wages required Box No. 383 c/o "Hongkong Telegraph."

WANTED.—Position as Fire Assistant, General Office Assistant or Salesman by an experienced young man. Terms moderate. Apply Box 385 c/o "Hongkong Telegraph."

WANTED.—Fully qualified doctor required for steamer sailing on three months voyage. Apply Box 390 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Part of ground floor of St. George's Building with two large show windows facing 100 Horse Street. Apply Shewan, Tomes & Co.

FOR SALE.

FOR SALE.—Two handsome single seat beds with box mattresses and mosquito nets complete; all in excellent condition; at \$90. Box 334. "Hongkong Telegraph."

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NOTICE.

We have this day appointed Mr. Francis Brimington, Mr. Kenneth Sinclair Morrison, and Mr. Sydney Barker, Directors of our Company in Hongkong and China.

BRADLEY & CO., LTD. Hongkong, 28th June, 1920.

NOTICE.

On and after this date, Mr. Isaias Francisco da Rocha will, during my absence, be in charge of the Firm and will sign for and on behalf of A. B. The Swedish Trading Co. Fil. in China, Ltd., Hongkong.

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DEATH.

MacARTHUR.—On board S.S. "Novara" on June 23rd, between Bombay and Aden. Barbara Paterson, dearly beloved wife of Neil MacArthur, Quarry Bay.—Buried at sea.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 30, 1932.

LABOUR'S DUTY.

Several times of late we have been persuaded to make reference to the position of Labour at Home as affecting the great problem that is before manufacturers in supplying in sufficient quantity the one hundred and one needs of the world to-day. And we have made the reference because we feel that before a great deal of the happiness which the world lost during the war can be recovered there must be a return to the normal position of supplies being equal to the demand. When there are fewer goods in the world than are required, then someone is going short; either there is not enough machinery to employ all who could be employed; there might not be enough cheap clothing so that someone is going underdressed; there might not be sufficient other comforts for all who are wanting them. An under-productive world can never be as happy or as prosperous as an over-productive world, and so it is that we look with some hope and eagerness to the time when production will have remedied the present state of affairs. In the process of remedying, Labour has a big share—the lion's share—but signs are not always hopeful that the burden cast upon it will be cheerfully borne. Labour is out for better conditions, but it rather fails to realise that the weapon of the strike is a double-edged one; that it hinders the very production that will help more than anything else to give these better conditions.

We have been tempted to write on this subject to-day because of something we came across the other day when reading one of the Home papers. It was the report of the speech by Mr. J. H. Thomas when he was addressing a large meeting of railwaymen at Derby. He was referring to attempts made by certain sections of the men to introduce a new economic weapon, known as "slow gear" or "working to rule." He admitted that there were many rules in the railway service that were either obsolete or needed amending but the way to amend them was by demanding their public revision. That would at least be honest. But the advocates of this new policy did not put forward any such claim. They bluntly admitted that they were going to work to those obsolete and slow rules, simply to enforce the wage demand. The first to suffer by this policy would be the workers themselves. Good, swift, efficient transport at this moment was more essential than ever. Did those who advocated such a policy realise that it was the one certain method of further increasing the cost of living? It was nothing short of war on the community and had all the elements of poison gas.

That was where we stopped reading and allowed our already high opinion of Mr. Thomas to mount a little higher. It must be as plain as a pikestaff that not only in connection with the railways but in connection with every other industrial concern the policy of restricting efficiency and output is the one by which the workers are making their own lot the harder to bear. The practice of "ca' canny," the application of any rule that limits a man's output is the very thing that should be avoided. Quite recently we read of a case where a miner was under censure by his Union branch because he did too much work in one day, and we have all heard of similar things. The day for that kind of control has gone, just as is going the day of unrestricted profits. Labour and capital must work more in unison and if the former expects the latter to be relenting on its percentages then it has to be a little more generously minded than it is at present. It has to realise that industry is a matter of co-operation and that there is honesty in workshops just as elsewhere. The ideal to aim for is efficiency; not nigardliness that will compel the controlling interests to grant false inducements which they will instantly make up by increasing prices. Such has truly been described as a vicious circle and as it is really vicious it is time it passed away.

The present situation between capital and labour is indeed complex, but we are convinced that present methods being adopted by the workers and their unions are not the best. It is to such men as Mr. Thomas that one can look for sane guidance and advice and hopes in the fact he is still a great power in the labour world, always striving for the medium course, the improved outlook. The Government is slowly doing its best to safeguard to public against a greedy and profiteering capitalist class; it has maintained its excess profits duty, has removed income tax exemptions from certain trade corporations, and in other ways has given an earnest that it is out to improve where it can with safety. The onus would in some degree appear to rest on Labour, and all those who have the interests of the Old Country at heart must join with us in hoping that Labour will see its duty and fulfil it.

NOTES & COMMENTS.

SHOOTING OF DOGS.

Are the Police again on a dog-shooting crusade? Yesterday, in our report of the killing of a snake by a Police officer, mention was made of the fact that use was made in this adventure of a shot gun such as is utilised for the shooting of stray dogs. But there is stronger evidence than this forthcoming from Kowloon. On Monday evening, the writer, in common with many other residents, heard a gunshot ring out, followed by the distressful yelping of a dog. Later reports show that the victim was a pet animal and that it was merely running about in the streets. We are aware of the fact that a notice has been displayed on the Kowloon ferry pier warning owners that dogs at large after 10 p.m. are likely to be destroyed. But we strongly object to the Police method of shooting at sight dogs seen in the public thoroughfares. It is a foolish and a dangerous practice, and on no ground can it be defended. Some years back, harrowing stories were told of the sufferings of maimed dogs who had not been properly "despatched" by the Police riflemen, and there was a big and very justifiable outcry against the procedure. Are we to have the same thing over again?

A BETTER WAY.

We are willing to admit that there are far too many dogs in Kowloon, and it is probable that a great many of them are not licensed. Night is often made hideous by the barking and yelping of these animals, and we do not doubt that residents would like to see their number reduced. But there are other ways than shooting these poor creatures at sight. And the worst of it is that really valuable dogs, and pets as well, are by this Police method, just as likely to get shot as straying mongrels. A far better course to follow would be for the Police to catch any dogs they see wandering about at night, remove them to the Dogs' Home, and if they are not claimed within a reasonable time, or otherwise disposed of, then let them be quietly and painlessly destroyed. After all, if a man's dog is out "after hours" it is the man's fault, and he could easily be punished with a fine when he came to claim his dog. But to give the Police carte blanche to shoot any and every dog they see in the streets after 10 p.m. is going a trifle too far. It is a senseless, unnecessary procedure, and should be stopped at once.

THE AMERICA CUP.

Yesterday we were informed by cable that the America Cup Defence Committee had chosen the yacht Resolute to defend the Cup against Sir Thomas Lipton's Shamrock IV, and that the first of the races will take place on July 15th. So very soon we shall be getting news of how the rival boats show up on their first meeting. It is not too much to say that millions of people who know precious little about yachting, let alone the technique of building and sailing such craft, will be deeply interested in the event, because it will be a fight for supremacy in the yachting world, with British and American prestige at stake. Although it has long since been known that Shamrock IV would be the boat to seek to wrest the famous trophy from America, the latter country's choice of vessel has only just been decided upon. Two yachts, the Resolute and the Vanitie, were built by American experts to defend the cup, and it is as a result of trial races between these two that the former has been definitely selected for the coming contests. Shamrock IV is the fourth boat built by Sir Thomas Lipton in his efforts to secure possession of the cup, and it is interesting to note that the Resolute, the Vanitie and the Shamrock were all constructed before the war and were being tuned up for the cup races in 1914 when the great European catastrophe began. Much secrecy has been observed regarding the overhauling of these boats since, and a great struggle is anticipated. Hongkong yachtsmen, in common with sailing people all over the world, will await with interest the coming races.

DAY BY DAY.

LAW WITHOUT PENALTY MAKES GOVERNMENT A FARCE.

The S.S. St. Albans, which came in this morning from Melbourne via Manila, had a draft of 52 American sailors on board.

Amongst forthcoming marriages announced is that of Mr. H. E. Scriven, of Lane Crawford and Co., and Miss Jessie Frances Stokes.

Yesterday's health return shows two fatal cases of cerebro-spinal fever and one fatal occurrence of small-pox. All were Chinese.

This morning there were in the harbour 25 British ships, ten Japanese, seven Chinese, three American, two Norwegian, two Dutch and one Portuguese.

The Empress of Russia will not now be able to leave Hongkong on Saturday, July 3rd, as advised previously, but has been definitely set to sail at noon, Sunday, July 4th.

Miss Doris Phillips, of the Howitt-Phillips Co., and Mr. Chisholme share the first prize in the Calcutta Sweepstake—about seven lakhs of rupees (about £70,000) between them.

Independence Day (July 4) falls on a Sunday this year, and in consequence the local American celebrations will take place on the following day, July 5. It is probable that a reception will be held at the Hongkong Hotel, as in other years.

The audience which assembled at the Theatre Royal last night spent a most enjoyable time, thanks to the sparkling show provided by the Humphrey Bishop Company. All the artists appearing were in the very best of form, and the programme, which included many new features, was a tribute to the versatility of the Company. It was an evening of unalloyed enjoyment. The same programme will be put on to-night, whilst to-morrow there will be an extra special attraction, when the Company will appear in pantomime numbers.

A Chinese was to-day brought before Mr. R. O. Hutchison, at the Police Court, on a charge of assaulting a little boy. There was a lecture given by a street orator outside the Wanchai Market yesterday, and the little boy who was eager to catch the words of wisdom which fell from the orator's lips pressed through the crowd to get within hearing range. The Chinese, who was one of the crowd, picked the boy up and flung him on the ground, causing injuries to his body. In consequence of this the charge was brought, but owing to the non-appearance of the boy in Court who, His Worship was informed, was not permitted by the doctor to leave his bed, the prisoner had to be discharged. His Worship told the father of the boy that if he decided to continue with the charge, he could do so on a summons as soon as the boy had recovered.

Much amusement was caused in the Police Court this morning when an amah, in responding to a charge preferred against her of dumping rubbish in the street, told the interpreter that she was not sure what name she bore until she had been informed of the age which on her arrest she had given to the Police and which subsequently appeared on the charge sheet. Accordingly, when her age had been made known to her, which was 43, she readily gave her name. In reply to a combination of circumstances had led her to the commission of the offence. Her husband, a wise man full of worldly knowledge, was dead, and thrown on her own resources to earn a living, she came over to the Colony from the country and was not aware of the local regulations. An Inspector told the Magistrate that her mistress, a European, had handed over \$5 to bail her out. The Magistrate decided to discharge her with a caution.

AVIATION NOTES.

(BY METEORITE.)

In the course of an article on the probable costs of an aerial mail and passenger service between Peking and Shanghai, a writer in a Shanghai weekly contemporary works out the cost of aerial transport, on the basis of a two-ton capacity aeroplane at a dollar per ton per mile. The distance between Peking and Shanghai being 300 miles this works out at just under 45 cents, which may be reckoned as 45 whole cents, per ounce for the whole journey. As the present postal unit is 20 grammes, and as one ounce is 28 grammes, it would pay the Post Office very handsomely, indeed to carry letters up to 30 grammes between Peking and Shanghai for 50 cents each. From the point of view of the mercantile community, as is suggested in the article from which the basic figures are taken, this would be a great advantage over the telegraph. The very shortest message between the two places at present costs 34 cents if it is written in any European language, or 27 cents, plus a fee for coding and decoding, if sent in an European code language; the possibilities of error and consequent annoyance and actual business loss are incalculable. If sent in Chinese the possibility of error for each character is pretty high. Each character is represented by a five-figure number, and the possibilities of error in coding, transmitting and decoding a single character are mathematically 210. As the very shortest message must consist of three characters, the possible number of errors is 630; and it is remarkably easy to have the whole 630 errors in one message. There is no need to expatiate on the possible loss, business and commercial loss, entailed by even a single error. Nor is it necessary to say much about the length of time usually taken by a telegraphic message from Peking to Shanghai, or vice versa. Set against these disadvantages the fact that a letter between the two places would in the case of a message in an European language cost less, and in the case of Chinese cost not much more, but that a letter would reduce the possibility of error almost to nil, and the possibility of misunderstanding to a degree measured only by the intelligence of sender or receiver, the enormous advantage of an aerial mail service is seen at once. And even if it did not pay at once, as has been pointed out, neither did the Chinese Post Office, the Chinese Telegraph Administration, nor similar services in any other country; but though they did not immediately pay, did an incalculable service in fostering trade and commerce.

Not without bearing on the foregoing are some figures given by Captain Acland in the course of a lecture before the Royal Aeronautical Society of Great Britain. Captain Acland, evidently with the Handley Page service between London and Paris in his mind, reckoned that it cost 1s. 5d. to transport one pound weight of freight, or mail. The present rate of foreign postage from Great Britain to the Continent is 2½d. per ounce, which would give 3s. 4d. per lb. if it were the postal rate by aerial mail. Flight, the well known aeronautical paper, points out, however, that "no one expects at the present time to have his letters carried by aeroplane at ordinary rates of postage, and if the rate were fixed at 6d. per ounce we are convinced that there would be no difficulty in securing economical loads. Sixpence per ounce is 9s. per pound, and between this and the cost figure of 1s. 5d. there is a very full and sufficient margin for profit and also for the possible occasional drop in revenue consequent on holidays and for other reasons which may on occasion lead to a reduction of the load below the economical maximum."

It will be remembered that a few weeks ago a message was circulated by Reuter's agency to the effect that Mr. Handley Page had devised a method by which aeroplane costs, both initial and maintenance, would be greatly reduced, and practical aeronautics very greatly advanced. The latest issue of Aeronautical Engineering, just to hand, has an interesting article on aeroplane wings towards the end of which this new device, which is a development of wing formation, is described in some detail, yet not in such technical terms as to be un-

INTERPORT POLO.

SHANGHAI WANTS BETTER PONIES.

Despite the fact that unsettled weather and softer ground have severely handicapped the efforts of the committee of the Shanghai Polo Club in getting things into ship-shape condition for the coming interport contest, (says N. C. Daily News) preparations are now being made on a very businesslike footing for the defence of the Keswick Cup by the polo enthusiasts of Shanghai.

The team to meet the Hongkong visitors which the Committee has finally selected, providing all goes well, is as representative a one as could be brought together from among these playing members at present in Shanghai. The following are those selected and they will in all probability play in the positions indicated:—

No. 1	E. S. R. Rowe.
No. 2	E. H. McMichael.
No. 3	H. G. Robinson.
Back	G. Dallas.
Extra man	R. D. F. Bell.

As at the time of writing they have only played in this formation during one afternoon, Thursday, when they were opposed to "the rest" in five chukkas. It is yet early really to judge if these positions are productive of the best combination in play. However, the nucleus is there and no particular faults were noticeable, with the exception, possibly, of the ponies, which are, so far, the weakest point of the team. That may be due to lack of recent practice and the comparatively heavy state of the ground, which after the recent rains, is by no means conducive to fast or accurate play. In several instances lack of condition was distinctly the cause of bad play as far as mounts were concerned and this can only be rectified by slow work and plenty of it. To rush a heavy pony along repeatedly at fast work on a slow ground will surely produce staleness and the accompanying lack of dash so essential for successful polo.

Since the abolition of the "off-side" rule, polo is more a galloping game than ever and ponies, to do themselves justice, must be fit and have a bit in hand. Otherwise they will play a flat and listless game. Fast work must, of course, be put in from time to time, but not every time on a gross pony, particularly when the going is on the soft side. The keeping of one's mounts fit in the early morning as well as on playing day will secure the double benefit of getting and keeping their riders fit as well, an absolute essential in this, the fastest of all games. And when the fact is remembered that this match will consist of six chukkas of eight minutes each, the question of all-round fitness is going to play a large part in winning the game.

Intelligible to the ordinary man, Captain W. H. Sayers, late R.A.F., is the author of the article, which he concludes thus:—

"From what has been possible to gather of Mr. Handley Page's work it appears that he has succeeded in increasing the maximum lift of a standard type of wing by some 50 to 60 per cent, and it is understood that this can be done without increasing the resistance at high speeds. This means that the 7½ lb. square foot machine of standard foot may have its loading increased from 11 to 12 lb. per square foot without increasing its landing speed, and that both the useful load and the speed can be considerably increased using no increased power. Assuming the effect is limited to normal type wings this means approximately that for a given maximum speed, a given engine, and a fixed fuel capacity, the useful load can be increased by from 50 to over 100 per cent. It should prove as Mr. Handley Page himself believed that the same modifications will have an equal effect on all types of wing section, then there is the prospect that the maximum lift of the wing sections may be increased to such an extent that a load of 25 lb. per sq. ft. or so may be carried with the same landing speed as that reached with 7½ lb. per sq. ft. on the present type of standard wing."

The possible effect on the cost of aerial transport of such a development would be enormous, and extends far beyond the effects on the h.p. required to

TO-DAY'S MISCELLANY.

Few professions, not even the law, supply more examples of healthy longevity than the stage. Sir Squire Bancroft entered his eightieth year recently; a slim and up-right figure, who may be seen any fine day traversing his beloved Piccadilly. And there are others. Sir John Hare will be 77 soon and it was only the other day that he was delighting us with Goldfish in "A Pair of Spectacles." Quite recently Miss Kate Terry emerged from a retirement which had lasted half a century. Then there is Miss Genevieve Ward, who this year celebrated her 83rd anniversary. Mrs. Kendal is comparatively youthful, for she was born in 1849; but Lady Bancroft, who was known to players of 60 years ago as Miss Wilton, is her senior by a decade.

Who was the first front-rank author (asks a correspondent) to use the typewriter, on which a record has recently been made at the Business Exhibition? Samuel Butler must have been well in the running for this distinction. He wrote to his sister on October 28, 1885, "I have at last done what I have threatened for some time past and bought one of these new and cheaper Columbia typewriters. I cannot yet write as fast with it as with a pen, but even now it is a great comfort. It saves all fatigue of eye, and then one can see so well what one has got." Typewriters of the kind that Butler used were not put on the American market until 1876, and no doubt it took some time to make them known in this country, so it seems unlikely that many authors can have used them before Butler made his purchase.

Are we to have a religious census in Great Britain next year, when the people are to be enumerated? Asks a writer in a Home paper. It would seem that the fresh general powers to be taken under the new Bill to obtain statistical information on "the social and civil condition of the population" would cover religious denominations unless Parliament excludes religion specifically. For the 1911 census a serious effort was made to include religion, but it was successfully opposed by Mr. John Burns, then at the Local Government Board, who argued that the result would be misleading in this country. Ireland has a religious census, and all but a few thousands of the population specify their faith. That census as regards Ulster has proved very inconvenient for the Canon Party.

Before the war, when the exchange was roughly 25 francs to the £, it was the custom for book-sellers and music dealers who obtained French books and music for their customers to reckon the franc as the equivalent of a shilling, and make their charges accordingly. Now, however, with the exchange oscillating about 60, one would expect that the necessary adjustment would be made in such transactions. But apparently those who do this kind of business are still ignorant of the big depreciation in the franc, as it is still their custom to call the franc a shilling, and charge, say, 3s. for a book or piece of music marked 3 francs. It is certainly a very profitable sideline, seeing that the exchange value of the franc is at present only about 4d., to roughly approximate it as worth three times as much.

transport a given useful load. A 25 lb. per sq. ft. machine would become a substantial engineering structure instead of the present fragile contraption. The cost of manufacture would be greatly reduced, and repairs and maintenance would almost vanish. The weight of the aeroplane structure would become a negligible portion of the total load carried and it would be possible to consider the use of power plants of a much more robust type than any now considered possible for aerial work. Safety, reliability and low cost might then be found to be compatible with really high speeds, and the string would thus be extracted from the activities of the N.U.R.

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ADVANCES IN AIR NAVIGATION

POSITION-FINDING BY WIRELESS.

The design of instruments for the navigation of aircraft was the title of a lecture given at the Royal Geographical Society recently by Mr. G. M. B. D. of the Royal Aircraft Establishment, Farnborough. The lecturer took each of the instruments used primarily for navigation in a modern aeroplane, discussed its structure and the manner in which it is used, summarized briefly the present state of aerial navigation. The compass was the least satisfactory of the instruments used, he said, but its defects were inherent and due to laws of nature, so that there was no possibility of a complete and simple solution. On board ship and on land few troubles arise beside that connected with the allowance that had to be made for variation deviation, and so forth. In the air there were additional difficulties. With an unsuitable compass and in particular conditions of vibration, the card might start slowly revolving, marking a complete revolution every few seconds. Moreover, sometimes a pilot might turn to the left while the compass led him to believe he was turning to the right.

The recent great advances in finding direction by wireless telegraphy, continued the lecturer, had resulted in an entirely new method of position finding which seemed likely to become of the greatest importance and aerial navigation. At present there were difficulties. Wireless waves did not necessarily travel in great circles, and in places, particularly on the coast, the apparent direction might be wrong by several degrees. Worse still, apart from these permanent refractions of the waves in fixed places, the apparent direction of one station from another was not found to remain constant, but varied over a few degrees. This was particularly the case at night. When these difficulties were overcome, the method should be of enormous value. It had been suggested that measurements of the earth's magnetic field could be used to assist in fixing position. Thus, if the dip were measured one could, with the aid of a chart showing lines of equal dip, find what line one was on. It was understood that such methods were actually tried in Germany

in airships before the war, but they were difficult to make with the required degree of accuracy, and the magnetic field due to the aeroplane would generally not be known sufficiently well. In some cases magnetic bearings on the sun at the time of observing its altitude might be used, but again it was difficult to get the compass bearing with sufficient accuracy. The present state of aerial navigation might briefly be summed up as follows. Methods and instruments were now available which enabled an aeroplane to be flown in a given direction and for a given distance through the air with an accuracy amply sufficient for our requirements. The possibility of accurate determination of the allowance to be made for wind, however, lagged far behind, and this at present was much the largest source of error. The measurement of the speed of the aeroplane over the ground was subject to greater error, so that the distance travelled along any course was not always well known. When flying above cloud, or at any other time when the surface of the earth could not be seen, allowance must be made for wind from previous measurements of the wind by meteorological means, or from two determinations of the aeroplane's position by astronomical or wireless methods. Meteorological methods of measuring the wind at all times, both in and above cloud, were available and could be used when the circumstances warranted the necessary outlay. The actual "position line" could now be found by sextants to within a few miles and position finding by wireless appeared very promising when certain difficulties were overcome. The whole of this subject had advanced rapidly, and the initial stages might now be said to have been satisfactorily passed, though much still remained to be done.

SOME PEOPLE RUSH ABOUT

and the themselves unnecessarily, thinking to cure their constipation by spasmodic fits of over-exertion. Others more sensible, take reasonable exercise daily, and use the little gentle-as-nature, laxatives, Pinkettes, occasionally, thus ensuring healthy regularity. By dispelling constipation Pinkettes cure Biliousness, Sick Headaches, Liverishness, foul breath. Of druggists, or post free, 60 cents the trial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

COPING WITH SEDITION.

SEQUEL TO TRINIDAD RIOTS

Kingston, Jamaica, April 14.—In Trinidad the Sedition Publications Bill, around which a determined fight has been waged for months past, has passed its third reading in the Legislative Council. It has been modified considerably as the result of representations made to the Governor. During the debate in the Legislature Sir John Chancellor, the Governor, stated that he was aware that propaganda of a seditious character aimed at exciting racial animosities was then being carried on in the island by a few ill-disposed persons. These agitators were for the most part, he was glad to say, not Trinidadians, but foreigners or natives of other Colonies. The sole object of the Bill was to put an end to that pernicious propaganda and to re-establish in the Colony that harmony between all classes that has in the past redounded to the credit of Trinidad, and made it a pleasant place to dwell in. It was essential in the interests of the peace and good order of the Colony that the Bill should be passed, and the sooner it was passed the sooner it would be possible to relegate to obscurity those delicate and difficult questions which only the malevolence of a few foolish and ill-disposed persons had recently brought into prominence.

Before the Bill was finally passed, a deputation of citizens waited upon the Governor and protested against such legislation. The Governor promised that all objectionable features would be removed, which was done while the measure was in Committee stage.

A monster meeting to protest against the Bill was held at Port of Spain during March. Some of the leading men of the Colony attended. A resolution was adopted stating that the effect of the Bill was to deprive the people of Trinidad of their inalienable rights as British subjects to freedom of speech and thought and to impair their loyalty and law-abiding character; there were, the resolution said, enactments in force containing ample provisions to deal with the offences mentioned in the Bill, and there was a total absence in the Colony of sedition in any form; therefore the meeting desired to record its emphatic protest against the measure.

The Trinidad East Indian National Association and East Indian National Congress also convened a meeting of their members and adopted a resolution in which it was stated that East Indians in the Colony have always been loyal to the Crown and its representatives, and as it is felt that the introduction of such a Bill is a charge against the loyalty of British subjects in the Colony, the members protest against such a measure. Towards the end of March—a few days after the Bill had been read a third time in the Legislature—one of the leading newspapers of the Colony published a sensational news article showing why such a measure was necessary. The article proceeded to place before readers particulars of an "abominable conspiracy which has been going on in their midst."

The details of the plot are such as to fill with horror every decent and loyal citizen, irrespective of creed, colour, or political beliefs. They reveal a combination of treachery and turpitude which menace the safety and happiness of the inhabitants of this island, and which if allowed to continue unchecked and unchecked must inevitably have precipitated a deadly tragedy. For some time past there has been sedulously at work in Trinidad a secret organization, whose ultimate purpose is, broadly speaking, the destruction of organized government and the elimination of the white population. The propaganda framed by the leaders of the organization is saturated with racial animosity in its most extreme form. Every negro child was to be trained to hate the white man, every device was to be used to irritate the negro people against Europeans. Schemes were drawn up for the establishment of a boycott of white merchants, all these movements having as their essential and avowed object the driving out of the British Government.

The operations are directed, the plots devised, the whole movement kept alive by a small group of ring-leaders, the principals of whom are six men whose names and records are our possession. It will be a matter of gratification to every loyal inhabitant of this Colony to learn that not one of

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CHOICE DESIGNS
IN MEN'S

BATHING COSTUMES.

STOCKED IN
WOOL AND COTTON
ALL SIZES

RUBBER EAR STOPPLES

TO PREVENT WATER FROM
GETTING INTO THE EARS

J. T. SHAW

TEL. 692
SPECIALIST IN MEN'S WEAR.
NEXT DOOR HONGKONG HOTEL.

Powell
TELEPHONE 346

LATEST NOVELTY IN

GENTLEMEN'S BELTS.

A LEATHER BELT THAT
STRETCHES.

COLORS:—DARK, MID, AND LIGHT

BROWN.

NEW COLUMBIA

RECORDS

A2761	First Rose of Sumner	Fox Trot	Happy Six
	(Somebody's Heart)		
A2395	(B)-La-Bo	Fox Trot	Louis Jazz Band
	(Venetian Moon)		Kentucky Serenaders
A2613	(Ours) Walk	Fox Trot	Guido Dairo
	(Jazz Band Ball)	One Step	
A2297	(Indiana)	One Step	Original Dixie Jazz Band
	(Darktown Strutters)	Fox Trot	

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP)

16, DES VOEUX ROAD. TEL 1122.

OWING TO THE CONSTANT
RISE IN FIRST COSTS AND
THE FALL IN EXCHANGE WE
ARE OBLIGED TO REDUCE
OUR DISCOUNTS TO CUSTOM-
ERS TO FIVE PER CENT.

CALBECK, MACGREGOR & CO.

15, Queen's Road Central. (Telephone No. 75).

THE FUJI PAPER MFG. CO., LTD.

TOKIO

(THE LARGEST PAPER MILL IN THE ORIENT)

Promptitude in Execution of Order

PAPER

Quickest Delivery from Large Stock on hand

SOLE AGENTS

THE FUJI TRADING CO., LTD.

(INC. IN JAPAN)
HONGKONG

the six men is a native of Trinid-

ad. If the leaders are deported or dealt with effectively and prevented from pursuing their detestable activities in Trinidad, the conspirators who remain will realize that honest work and respect for the law is a safer avocation for them than meddling with revolutionary propaganda.

Towards the end of last year riots which lasted three days occurred in Trinidad and its dependency Tobago. The trouble was accompanied by loss of life. Some of the rioters are still serving sentences in prison; others

have been released, and those who are not natives of the island have been deported. Leaders of thought in the colony recently moved for additional European troops to be sent there. At present one company of the Royal Sussex Regiment is stationed at Port of Spain.

The propaganda referred to by the Trinidad newspaper had its origin in the United States, and strenuous efforts have been made by those connected with the headquarters of the organization in America to spread the dangerous doctrine throughout the West Indies.

PACIFIC SHIPPING.

CP & OS

SAILINGS HONGKONG TO VANCOUVER

FROM	DUKE
STEAMERS HONGKONG VANCOUVER	
Empress of Russia	July 4
Empress of Japan	July 20
Empress of Asia	July 29
Monteagle	Aug. 12
Empress of Russia	Aug. 26
Empress of Japan	Sept. 14
Empress of Asia	Sept. 23
Empress of Russia	Oct. 21
Monteagle	Oct. 26
Empress of Japan	Nov. 9
Empress of Asia	Nov. 18
Empress of Russia	Dec. 15
	Jan. 3

Passengers to Europe are strongly advised to determine the exact date of the Atlantic sailing desired prior to departure from Hongkong. The conditions on the Atlantic are as compared with the Pacific. Atlantic sailings can be arranged by cable or letter for all passengers to Europe, whether or not crossing the Pacific via P. & O. steamers. Frequent sailings Montreal to Liverpool, London and Belgium. Passage orders issued here, will cover all such requirements.

For fares and other information please apply to
HONGKONG OFFICE.
 Telephone 141. Cable address CANADIAN.
CANADIAN PACIFIC OCEAN SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
 "ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO
 Via Shanghai, Kobe, Yokohama & Honolulu.
 THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
 SAILINGS FROM HONGKONG AT NOON.

ALSO
 The following U.S. Shipping Board vessels
 S.S. "WEST CONOB" Beginning of June, for Baltimore, via Suez and usual ports of call.
 S.S. "WEST CALERA" Middle of July, for Baltimore, via Suez and usual ports of call.

HONGKONG-CALCUTTA-SERVICE.

Cargo accepted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

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Cable Address "SOLANO."

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
 "THE PATHWAY OF THE SUN"

Steamers	Tons	Leave Hongkong
PERIA MARU	2,500	5th July
KOREA MARU	2,500	10th July
YOKO MARU	2,500	15th July
SHIRAKA MARU	2,500	20th July
SHIRAKA MARU	2,500	25th July

* Calling at Koolung.

* Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
 SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,
 BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers Tons Leave Hongkong

KYO MARU 12,200 15th July

ANYO MARU 14,300 9th Sept.

SEIYO MARU 14,400 9th Nov.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc. apply to

Y. TSUTSUMI, Manager.
 KING'S BUILDINGS.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"
 15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"CHINA" "NANKING" "NILE"

July 22nd. August 19th. August 25th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Freight and Passenger Agent.
 Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934.
 Telephone, Freight Dept. & Agent 2161.

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Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

ALSO

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COSMOPOLITAN SHIPPING Co. GREEN STAR LINE.

NEW YORK. NEW YORK.

Operating Baltimore via Panama Service to the Far East.

For SAN FRANCISCO.

"EASTERN TRADER" 4th July.
 "COLORADO SPRINGS" 12th July.

For SEATTLE.

"ARCTURUS" 2nd July.

Through Bills of Lading issued to all U.S. and Canadian

Oreland Common Points.

HONGKONG OFFICE: 1st floor, Powell's Building, 11, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA SUEZ CANAL, Middle of September.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.
 Agents.

PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR
 VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS. SAILING DATE.

"GRACE DOLLAR" AUG. 3RD.
 "MELVILLE DOLLAR" SEPT. 17TH.
 "HAROLD DOLLAR" OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

SAN FRANCISCO.

U.S.S.B.

STEAMERS.

SAILING DATE.

"WEST HARTS" JULY 10TH.
 "HIGHO" JULY 10TH.
 "WEST IRA" JULY 15th.

THE ROBERT DOLLAR CO.,

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG
 SINGAPORE

SAIGON
 SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "CADARETTA"

Sailing on 1st July.

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:-

THE ROBERT DOLLAR CO.

Tel. 792 RAY E. GUNN Gen. P. O. Bldg.

795 Manager.

SAILING DATES

EUROPE, U.S.A., ETC.

Tatima M. N. Y. K.	June 30
Cadaretta R. D. Co.	July 1
Katari M. N. Y. K.	July 2
Mattawa C. P. O. S.	July 2
Arcturus S. & D.	July 2
Maquian F. W. Co.	July 3
Amalan M. O. S. K.	July 3
E. Trad. S. & D.	July 4
Aberdeen A. L.	July 4
Madras P. & O.	July 4
Katari M. N. Y. K.	July 4
Kashima M. N. Y. K.	July 4
Altia M. O. S. K.	July 4
Deucalion B. L.	July 5
Parala M. T. K. K.	July 6
Tokiwa M. N. Y. K.	July 9
Kamo M. N. Y. K.	July 9
Kawachi M. N. Y. K.	July 10
Endicott P. S. Co.	July 10
Higho R. D. Co.	July 10
West Ira R. D. Co.	July 10
West Harts R. D. Co.	July 10
Tsushima M. N. Y. K.	July 10
Ariana M. O. S. K.	July 11
Himalaya M. O. S. K.	July 11
Persia D. & Co.	July 11
Colorado S. & D.	July 12
Changsha B. & S.	July 14
Wheatland P. S. Co.	July 15
West Calera P. M. Co.	July 15
Himalaya M. O. S. K.	July 15
Keteticut P. M. Co.	July 15
Hassayampa P. M. Co.	July 15
Kiyo M. T. K. K.	July 15
Devanha P. & O.	July 17
Burma M. O. S. K.	July 18
Kathlanba B. L.	July 20
St. Albans P. & O.	July 20
Nikko M. N. Y. K.	July 21
China P. S. Co.	July 22
West Ivan F. W. Co.	July 25
Pawlet P. S. Co.	July 25
Eldridge P. S. Co.	July 26
City of Oman B. L.	July 27
West Montop L. A. Co.	July 28
Lawther C. D. & Co.	July 28
Siam M. O. S. K.	Aug. 1
Grace D. R. D. Co.	Aug. 3
Pakling B. L.	Aug. 6
Mexico M. O. S. K.	Aug. 8
Siberia M. T. K. K.	Aug. 10
Elkton P. S. Co.	Aug. 10
Tenyo M. T. K. K.	Aug. 11
Aki M. N. Y. K.	Aug. 18
Nanking C. M. Co.	Aug. 19

JAPAN, COAST PORTS, ETC.

Kwongsang J. M. Co.	June 30
Atsuta M. N. Y. K.	June 30
Takung J. M. Co.	June 30
St. Albans P. & O.	July 1
Sosha M. O. S. K.	July 1
Sunning B. & S.	July 1
Nagano M. N. Y. K.	July 1
Chipsing J. M. Co.	July 2
Shisen M. O. S. K.	July 2
Haiching D. L. Co.	July 2
Wingsang J. M. Co.	July 2
Choysang J. M. Co.	July 2
Chaksang J. M. Co.	July 2
Yingchow B. & S.	July 3
Tippas J. C. J. L.	July 4
Amakusa M. O. S. K.	July 4
Yetofo M. N. Y. K.	July 5
Delwara P. & O.	July 5
Banri M. D. & Co.	July 5
Hailong D. L. Co.	July 6
Hinsang J. M. Co.	July 6
Kumsang J. M. Co.	July 6
Linan B. & S.	July 6
Ichang B. & S.	July 6
Taining B. & S.	July 8
Haibong D. L. Co.	July 9
Siam M. O. S. K.	July 11
Kalyan P. & O.	July 13
Shinyo M. N. Y. K.	July 13
Burma M. O. S. K.	July 18
Aki M. N. Y. K.	July 21

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
 Via PANAMA.

S.S. "KEKETTICUT"

ABOUT MIDDLE OF JULY.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones

2477 & 2478

5th floor

Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST MONTOP	July 25	S.S. WEST MONTOP	July 28
S.S. WEST HIKI	Aug. 20	S.S. WEST HIKI	Aug. 23
S.S. VINIA	Sept. 12	S.S. VINIA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVER-
 LAND PORTS. No transshipment en route.

Shipside connection with the Saltlake, Santa Fe and Southern
 Pacific Railroads.

HEAD OFFICES:
 LOS ANGELES, CALIF.

BRANCH OFFICE:

Kobe, SHANGHAI,
 MANILA, SINGAPORE.

HONGKONG OFFICE:

Prince's Building, Chater Road,

Telephone No. 1082.

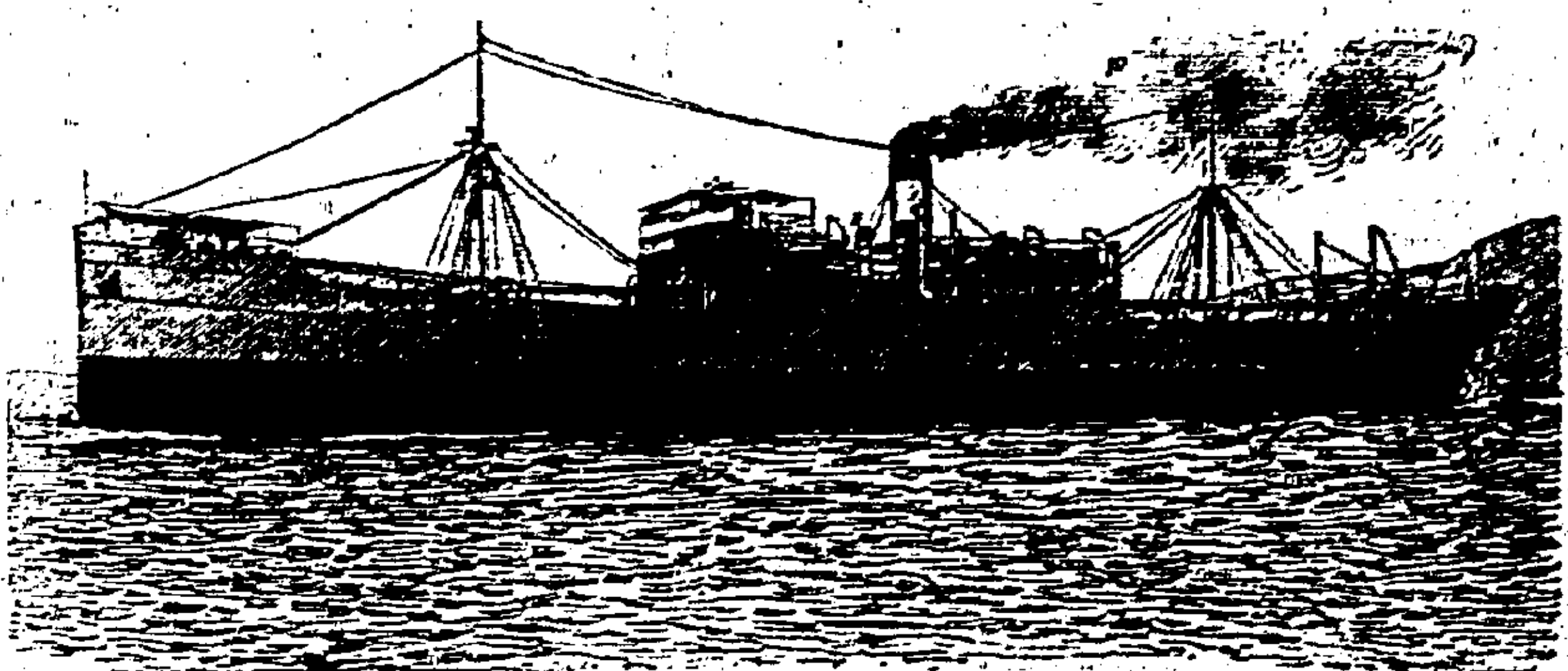
CHAS. E. RICHARDSON,
 General Agent for South China.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition Engineering, First and Second Edition;
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Rock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
 Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
 to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK, HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
------	------	-----------------------	-------------

DEVANHA 8,100 17th July. Singapore, Penang, Colombo, Bombay, Port Said, Marseilles and London.

BRITISH INDIA-APCAR SAILINGS (South)

MADRAS 8,900 4th July. Calcutta via Singapore, Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS 4,500 30th July. Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.

EASTERN 4,000 20th Aug.

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS 4,500 1 July, 6 a.m. Moji & Kobe.

DILWARA 5,400 5 July, noon Shanghai only.

KALYAN 9,000 13th July. Shanghai & Japan.

WEEKLY ON ALL STEAMERS. Panels measuring not more than 14 ft. x 11 ft. will be received at the Company's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & CO. Agents. 22, Des Voeux Road Central.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAJIMA M. (Calling Manila & Keelung) Wed. 30th June, at 11 a.m.

KATORI M. (Calling Manila) Sun. 4th July, at 11 a.m.

KASHIMA M. (Calling Manila & K'ung) Mon. 16th Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

YAMO MARU 9th July, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSUSHIMA MARU Saturday, 10th July.

LIVERPOOL & MARSEILLES via S'pore, Cbo, Suez & Port Said.

TOKIWA MARU Friday, 9th July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Wednesday, 21st July, at 11 a.m.

AKI MARU Wednesday, 18th Aug. at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU Saturday, 16th July.

BOMBAY & COLOMBO via Singapore.

YETOROFU MARU Monday, 5th July.

SHINTO MARU Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Wednesday, 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

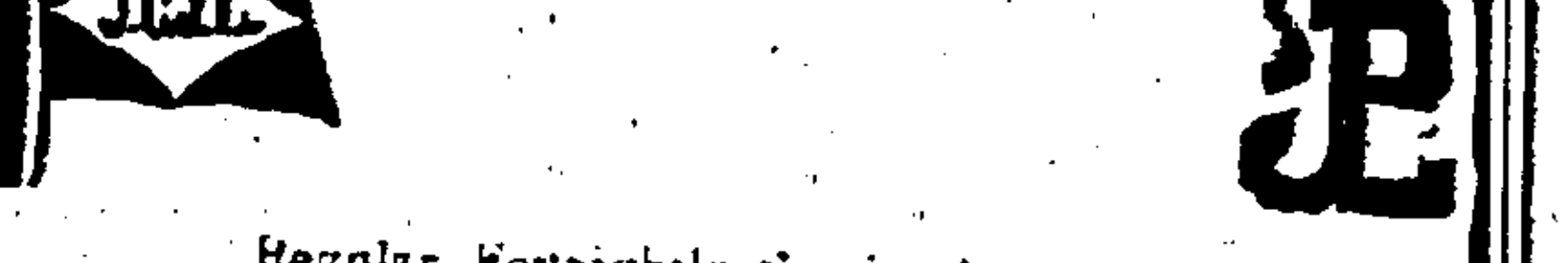
ATSUTA MARU Wednesday, 30th July, at 11 a.m.

SAGAMI MARU Thursday, 1st July.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijuanas	Java	in port	3rd July	Saigon.
Kisalak	Java	10th July	16th July	Japan.
Mancock	Java	13th July	19th July	Java.
Tjiuwong	Java	19th July	24th July	Shanghai.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn. Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" (Call Marseilles) Sunday, 11th July, 7th September.

"ALPS MARU" 8th August.

"MEXICO MARU" 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore about Sunday, 18th July.

"BURMA MARU" Beg. of August.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service. Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands. Thursday, 27th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago, Milwaukee & St. Paul Railway. Sunday, 11th July.

"ARIZONA MARU" Sunday, 11th July.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"ALTAI MARU" Wednesday, 14th July.

"AMAZON MARU" Saturday, 3rd July.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama. Sunday, 11th July.

"SIAM MARU" Sunday, 11th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Sunday, 4th July.

TAKAO via SWATOW & AMOY. Thursday, 1st July.

"SOSHU MARU" Thursday, 1st July.

For sailing dates and further particulars please apply to—Y. YASUDA, Manager. Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
---------	---------------------------------	-------------------------------

CHANGSHA 10th July 14th July.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to Butterfield & Swire. Telephone No. 35.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS TO UNITED KINGDOM AND CONTINENT.

For LONDON & HAMBURG "KATHLAMBA" 20th July.

For particulars of sailings shippers are requested to approach the undersigned. Subject to change without notice.

THE BANK LINE, LTD., or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES. Regular Sailings to NEW YORK.

NEW YORK S.S. "LOWTHER CASTLE" about End of July.

LLOYD TRIESTINO. FOR SHANGHAI & YOKOHAMA.

S.S. "PILSNA" on or about 10th July.

S.S. "INNSBRUCK" on or about 4th August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO LEVANT, BLACK SEA & DANUBE PORTS VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" on or about 12th August.

S.S. "INNSBRUCK" on or about 16th September.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between JAPAN, HONGKONG & JAVA.

For JAPAN, "BANRI MARU" Sailing on or about 5th July.

For JAVA, "SAMARANG" Sailing on or about 13th July.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAISEN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
-------------	---------	---------

TSIN, via Weihaiwei, Chipping Fri. 2nd July at 4 p.m.

SHANGHAI Chipping Fri. 2nd July at 4 p.m.

MANILA Chipping Fri. 2nd July at 3 p.m.

SINGAPORE & Penang Chipping Fri. 2nd July at 3 p.m.

SANDAKAN Chipping Tues. 6th July at noon.

STRAITS & Calcutta Chipping Tues. 6th July at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about July 2nd, for SINGAPORE and PENANG.

S.S. "KUMSANG" will be despatched on or about July 6th, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to JARDINE MATHESON & CO., LTD. General Managers. Telephone No. 215.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
-----	----------	---------

HONGKONG Kash'g 1st July at 11 a.m.

SHANGHAI Sunning 1st July at noon.

SAIGON Sunning 1st July at 3 p.m.

SHANGHAI & TSINGTAO Yingchow 3rd July at 4 p.m.

SWATOW & BANGKOK Linan 6th July at 11 a.m.

MANILA, CEBU & ILOILO Taming 8th July at 3 p.m.

SHANGHAI Shikang 8th July at noon.

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Steamships	Captain	Leaving
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Haiching A. H. Stewart FRI. 2nd July at 2 p.m.

Haikong J. S. Thomson TUES. 6th July at 2 p.m.

Haiphong W. C. Passmore FRI. 9th July at 2 p.m.

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"DEVALION" via Suez 7th July.

"CITY OF ORAN" via Suez 27th July.

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SHIPPING.

CHONGSANG.

From Shanghai and Japan.

The CHONGSANG came to Hongkong yesterday afternoon with 600 tons of general merchandise for Hongkong. Mooring West Point Wharf.

Coal was delivered yesterday by the S.S. FOOKSANG (2,000 tons) from Wakamatsu, by the YETAI MARU (3,675 tons) from Chingwan, by the TOYOTOMI MARU (2,800 tons) from Moji, the O.S.K.'s AMAKUSA MARU (1,100 tons) from Keelung, by the KANJU MARU (1,700 tons) from Keelung, and CHONGSANG MARU (1,860 tons) from Keelung.

The PERSIA MARU arrived yesterday afternoon from San Francisco with 351 tons of ammonia and provisions for the Colony and 57 tons of printing paper, lubricating oil and other cargo for through destinations. She carried 15 first-class, 34 second-class and 163 deck passengers. She delivered 123 bags of mail. Mooring A 8.

The S.S. ST. ALBANS arrived this morning from Melbourne with 373 tons of general cargo for Hongkong and 394 tons for the North. She carried 39 first-class, 15 second-class and 114 deck passengers.

From Sandakan the HINSANG brought 4,067 tons of timber and general merchandise for the Colony. Mooring Kowloon W.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. NAGATO M. (Liverpool Line) left Liverpool for this port via Suez, on the 15th June, and is expected here on the 8th August.

The N.Y.K. s.s. TENSIN M. (Bombay Line) left Bombay for this port via Singapore, on the 21st June, and is expected here on the 10th July.

The N.Y.K. s.s. MURORAN M. (Calcutta Line) left Calcutta for this port via Singapore on the 22nd June, and is expected here on the 10th July.

The N.Y.K. s.s. SHIDZUOKA M. (European Line) left London for this port via Suez on the 5th June, and is expected on the 15th July.

The T.K.K. s.s. KOREA M. arrived at Yokohama on the 25th instant, and sailed 28th instant in accordance with schedule, being due at Hongkong July 5th.

The N.Y.K. s.s. KAGA M. (European Line) left London for this port via Suez, on the 19th June, and is expected here on the 29th July.

The N.Y.K. s.s. AKITA M. (Hamburg Line) left Rotterdam for this port via Suez on the 26th May and is expected here on the 5th July.

The N.Y.K. s.s. NAGANO M. (Calcutta Line) left Singapore for this port on the 15th June, and is expected here on the 1st July.

The P. & O. s.s. LAHORE left Singapore for this port on the 28th instant at morning with the outward English Mails, and is due here on the 4th July at about 6 a.m.

The s.s. METHVEN arrived at Moji on 28th June, left there 29th June, and is due at Shanghai on 1st July.

The N.Y.K. s.s. YETOROFU M. (Bombay Line) left Moji for this port on the 29th June, and is expected here on the 4th July.

The R.M.S. EMPRESS OF JAPAN left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 23rd June, and is due here on or about the 15th July.

The P. & O. s.s. DILWARA left Singapore for this port on the 29th instant at 6 a.m. and is due here on the 4th July at about 6 a.m.

ACTRESS'S HAIR INSURED.

Miss Dotie Stowell, a young actress appearing at the Adelphi Theatre in "Who's Who?" was, at Brentford County Court, awarded £35 damages against Mr. E. Clements, a hair-dresser of High-road, Chiswick, for destroying a portion of her hair. According to the evidence the plaintiff had luxuriant, wavy hair, and after having it cut and styled by the defendant, it was severely burned in a fire, and the plaintiff was obliged to purchase a new quantity of hair.

THE PAGE

QUAINT PRINTED SILK FROCKS.



The women illustrated on the left, is printed in two tones of brown on a yellowish ground with a border to match. The centre gown is of light brown with reddish figures, has a very dark reddish-brown enclosed panel down the front and is most effectively draped to suit tall slender figures. The little Eton, sketched below, when shipped over the third frock transforms it from a demure evening dress into a perfect afternoon costume. The skirt is decorated with black velvet ribbon, the silk itself being soft grey printed in black.

Designs of the Moment.

When short sleeves were first launched in Paris, the skeptical said they would never be accepted until they reached the elbow at least, and even then, not for street wear. But so successful have the shorter-than-elbow-length sleeves become that the French are encouraged to try a new form of economy, and are eliminating sleeves entirely. It seems very strange to see the sleeveless gown at the matinee or the afternoon function, and yet some dressy overblouses are entirely without sleeves, and a very smart woman lunched in one recently at a fashionable hotel. It was accented by a straight neckline covering the tip of the shoulder.

SOFT LINES AND FABRICS.

There is not the slightest suggestion of masculine influence in the frilly frocks of the day. Clothes are delightfully feminine and soft stuffs are in greater demand than all others. If lace is beyond one's purse, charming flowered chiffons and fine voiles will make attractive summer frocks. Fortunately, however, fashion does not insist on the finest laces only. One of the season's favourite meshes is Bohemian lace, which is imitated in cotton and is exceedingly effective. Oriental laces, which are laces with a foundation of net, are being used again and even Princess lace, which has been forgotten for some years, is pressed into service and used to soften tulle. The more favoured tulle is soft and supple in themselves, though, and the very newest of them are changeable, shimmering from one colour into another in a totally unexpected way. In pastel shades the effect is delicate and such silks need very little by way of further embellishment.

Among the curious affinities of the season, headed, laced, and striped frocks must be mentioned. Headed georgettes were and

still are a delight, so why, thought some clever person—why not bead cotton materials? Of course, silk or crystal beads are used for this purpose.

PLISSE SKIRTS.

Plisse skirts are much in fashion. All materials may be plisse. Simple afternoon dresses in crepe de Chine are showing plisse skirts with cross-over bodice and either short or long sleeves. A fichu of organdie or finer lingerie and a sash of the same material tied in a huge bow at the side will be the only trimmings. In blue, black, grey, or any of the brighter colours, these dresses are now worn for matinee, musicals or these dances. For tea-gowns and negligees of all kinds plisse materials are much in favour.

Foulard is sure to be popular this summer. It can be very smart or very dull. A model undoubtedly smart is being shown by one of the big dressmakers. It is in white foulard; the perfectly plain bodice had no design on the material, very short sleeves, and a low neck. The skirt had widely spaced designs in black and green and showed side draperies. Another model showed a black and white foulard dress with a bright green cord in crepe georgette lined with foulard. White foulard striped with brown is also good style, and Indian red, printed with strange devices in black and amber, is effective.

Silk jumpers are as much in favour as ever and their variety widens as time goes on. They are to be found in all colours and combinations of colour, and for combinations of colour, they are most useful and effective. They may be in white, in black and white, in green and grey, in plain silk jersey and in jersey interwoven with another colour or design in the same colour. There is no end to their variety, only one thing about them remains unchanged, and that is their price, which is always high.

UNBREAKABLE WOMAN. REMARKABLE POST-WAR ENTERPRISE

A correspondent writes in a Home paper as follows:—These are the days of dress guarantees. Go to buy what you will, more or less where you will, from a touseau to a pair of stockings, and the chances are that if you suggest the possibility of the thing wearing out over-quickly the shop-lady will reply:

"If such a thing should occur, madam, we will gladly replace the article. There is a guarantee given with all these goods."

A few months ago I myself bought a hat of a style which I feared would get out of shape, and with a trimming that I thought bad weather would spoil. The milliner gave me her word that the hat was proof against all such possibilities—was prepared to give a guarantee for replacement if such tragedies should occur with that particular grade of hat. There was no need for it, however.

DREADNOUGHT HATS.

There are such hats to be obtained these days; hats which are guaranteed against the weather and against many varieties of everyday accidents. You can get uncrushable straws and unfadeable hats; you can get hats trimmed with tulle and chiffon and ribbon and flowers, and other things, which are guaranteed to be unspoilable and weather resistant—and they are, provided you pay sufficient to get the right goods. I have seen a rainproof hat made of tulle and lace and blue flowers—a creation of extreme fragility—so soaked with rain that it looked a hopeless never. When dry again you would never have guessed it had been wet at all.

Veils, too, last longer these days when a woman buys them wisely. Some are made in special shapes, and styles with a view to their resisting hard wear and being proof against tears.

UNSNAPPABLE STAYS.

Again, back not so many years ago, one of the harassments of life to the average woman was "snapping stays." No matter what price was paid for such things there was always the danger of breakages, especially when a woman did much strenuous work or exercise. Nowadays, you can get unbreakable corsets, stays with pliable "steel" which are guaranteed not to snap.

Handkerchiefs guaranteed not to lose colour or to go into holes when washed many times are another boon of the age. You buy such handkerchiefs with a footnote to the effect that if they fail to live up to their reputation you get another supply.

As for the stockings, which are guaranteed not to wear into holes, they form an endless regiment and save much stocking darning. It is possible, too, to have your shoes mended in such a way that the soles will never wear out—at least not nearly quickly enough to please the cobbler. In fact, it is possible to have shoes safeguarded before they are mended so that they never require soleing!

There are also thoroughly weather proof tweed coats as distinct from the ordinary raincoat, which defy all elements and rarely tear. If such a catastrophe should occur—well, you can have the tear, as all other tears, "invisible mended," when it is guaranteed to show no trace of a hole.

THE SAUCY TASSEL.

If you like the effect of tassels dangling from your hat, try letting it dangle through the brim instead of over the edge. In this way you can have a much wider brim, if it happens to suit you better that way, and still achieve the rather saucy—air imparted by the judicious use of a big tassel. For wear with a summer frock was recently seen such a hat. The frock was white with touches of wedgewood blue, and with it was worn a fairly large sailor hat of white, the colour note of the dress being repeated in the long blue silk tassel, which came actually through the brim midway between the outer edge and the crown.

A SLIGHT MISTAKE. DANGER OF IMITATION.

A writer on Paris fashions tells us that eccentricity is the order of the day and night, and something more peculiar than bare backs and arched waists. Some, therefore, are inclined to follow a sensational lead and wear Japanese dresses. Recently at a tea at a popular hotel, a pretty Parisienne was remarked by her complete Japanese array. To European eyes she was charming, and many would like the necessary courage to imitate her; but a Japanese who was present at the reception smiled an enigmatical smile. The enterprising novelty-seeker was wearing a man's haori instead of a woman's. How should she know that only men wear black? It made the same effect on the Japanese as the putting on of a frock coat by a woman would have had with us.

TABLE DECORATION HINTS

In Paris was recently seen the latest thing in table decorations. It was a gold dish on a stand, shaped like the old-fashioned cornucopia, and on it were heaped glass grapes, the natural green colour, and gold apples. This made a very attractive decoration, and could be rendered more brilliant by putting a concealed electric lamp beneath the fruit. One might make a tolerable copy by substituting a silver dish for the gold, and using pale green glass marbles and silver witch's balls—glass lustre balls. Yet another plan, even cheaper, would be to gild an earthenware or wooden cornucopia and use the glass marbles and gilt balls. Such a table decoration is kept easily dusted, and lasts many months—in fact, years. Another hint was to use little earthenware cooking pots painted with silver for tiny white heather plants, for the decoration of the dinner table.

NEW HAREM SKIRT.



The material used in the gown sketched above is of indestructible voile, a soft tan with brown (dyed) lace banding nine inches wide. The skirt is a harem and these harem skirts are very modest, very graceful and comfortable with elastic in the hem to permit freedom in walking. The bodice is a kimono affair with the banding fast as a panel. The skirt is of the voile.

VARIEGATED RIBBONS. USED AS SASHES AND FRILLS

Ribbons enter very freely into the decorative scheme of the season's styles. Of course, their first mission is the sashing of the waist, and for that purpose the designers have essayed many unusual colours as well as weaves, the latter suggesting the "ribbands" of our grandmothers' time. Repp and moire are to evidence, pique edges vary the flat selvedge effect of repp weaves, and there are examples where the finish appears to have been embroidered or crocheted.

Two-tone satins and also ribbons with a double face—one side showing a marked contrast with the other—give a popular variety. There are taffeta ribbons, and those of velvet, white from Paris has come cotton ribbon, by way of novelty but not necessarily of economy. The cotton varieties incline to a repp effect and are rather given to flower motifs in simulation of the old-time patterns.

There is no one width that stands out more than another. The narrow ribbons which have been in use for several seasons almost to the exclusion of all the rest must now make way for wider and still wider effects. This last condition has been brought about through the revival of the sash in contradistinction to the girder or belt. Ribbon wide and narrow, composed many of the hats as well as dress accessories such as wrist bags, parasols, and even sport skirts and underwear.

Several of the French dress-makers are devoted to ribbon as a ruff or frill medium for dresses of a soft "flou" character. They use enormous quantities, sometimes varying the flounce ideas by employing loops in the guise of double fringes or cascades that fall down either side of the skirt and more clearly define the panels. In extremely wide effects, ribbon is frequently used to do train duty, usually tacked across the shoulders and hanging in a more or less independent manner thence to the floor and beyond.

Brocaded effects make some of the loveliest of the ribbons, especially when varicoloured velvets are embossed on a monochrome ground of satin. Quite as alluring are the metallized varieties, not a few of which have received their decorative inspiration from the lands of the Far East. Some of these decorations seem to have a congruous part in the trimming ambitions of clothes made for the very modern Occidental. They are especially well liked for hats, for girdles and for dress panels, their scintillating surface being partly veiled with tulle or lace in several instances.

Narrow velvet ribbon gives a quaint note to many silk and cotton frocks when it borders triple flounces or tunics, defines the round neck and accentuates the short sleeves by its ribbon finish.

The straw ribbon is not unknown. There are ribbons, too, not unlike furniture gimp, which the designer has not disdained for dress or hat uses. Plaided ribbons, polka designs, Roman stripes and tapestry effects are all represented. Indeed to make acquaintance with the new ribbons is to get a sort of card index idea of practically all the new fashions.

STARTLERS.

Some of the new sports clothes are so vivid that one can imagine the traditional apologetic golfer having "fit" when a gay young damsel puts him off his stroke by appearing in an orange jumper and a black orange and tan striped skirt. Some of the creations seen just now are even more exciting than this.

SENSITIVE SCENTS.

A perfume expert states that very delicate scents are sensitive, and give out a lightly different odor on different skins. Not only that but they change on the same person. If a woman is readily happy, the perfume is exquisite, but if she is gloomy and depressed the odor is scarcely perceptible.

FAMOUS CINEMA STARS

III MISS ETHEL CLAYTON



Above is seen a charming portrait of Miss Ethel Clayton, the Paramount Artcraft star, who is a most vigorous and talented actress.

JOTTINGS.

GLITTERING LACE.

There is still a tremendous vogue for gold, silver, copper, and tinseled lace and embroideries in spite of their almost prohibitive price. It is, of course, always wise to buy the best of these metallic laces if one decides to indulge, for then the chances of tarnishing are much less. Wide cream net embroidered heavily at the hem with silver thread is a charming innovation for evening wear.

The new slashed effect. The slashed skirt is with us again, but not this time open at the side or back, as has happened formerly. The latest variation is the skirt slashed from hem to waist several inches above the waist, belt in the centre front, which allows one to see a white organdie underdress, probably decorated with a big ribbon bow to give even more of a petticoat effect.

BUSTLE PUYS.

The big Paris houses have not scorned the bustle effect on their most exclusive models, and indeed, it is so cleverly done that the "starchiness" of the Victorian fashion is completely lost. The skirt is merely raised at the back to give the effect of a puff, sometimes once, sometimes twice. It is, however, a fashion for the young debutante above all.

BLURRED FOULARD.

The designers of the materials which are to delight the feminine world during the summer are giving a good deal of attention to foulards, and have evolved not only some very fantastic designs but a large number of extremely artistic ones as well. The more expensive are handprinted, and have that blurred effect we seem so fond of just now.

SHOULDERS AND TREES.

Frocks of crepe-de-chine and all crepe material are excellent for taking on a journey. When you first unpack, these often look most dreadfully bedraggled, but if you hang them on the wooden "shoulders," without which you should never travel, they generally get themselves right in a few hours. One other thing the holiday girl should be sure and take with her, if she values her good appearance, and that is a pair of trees for her luggage. One pair is quite enough, and those simple ones which you buy for a few pence do not matter, but they make a great difference to the look of your trunk when you take it to the hotel.

JOTTINGS.

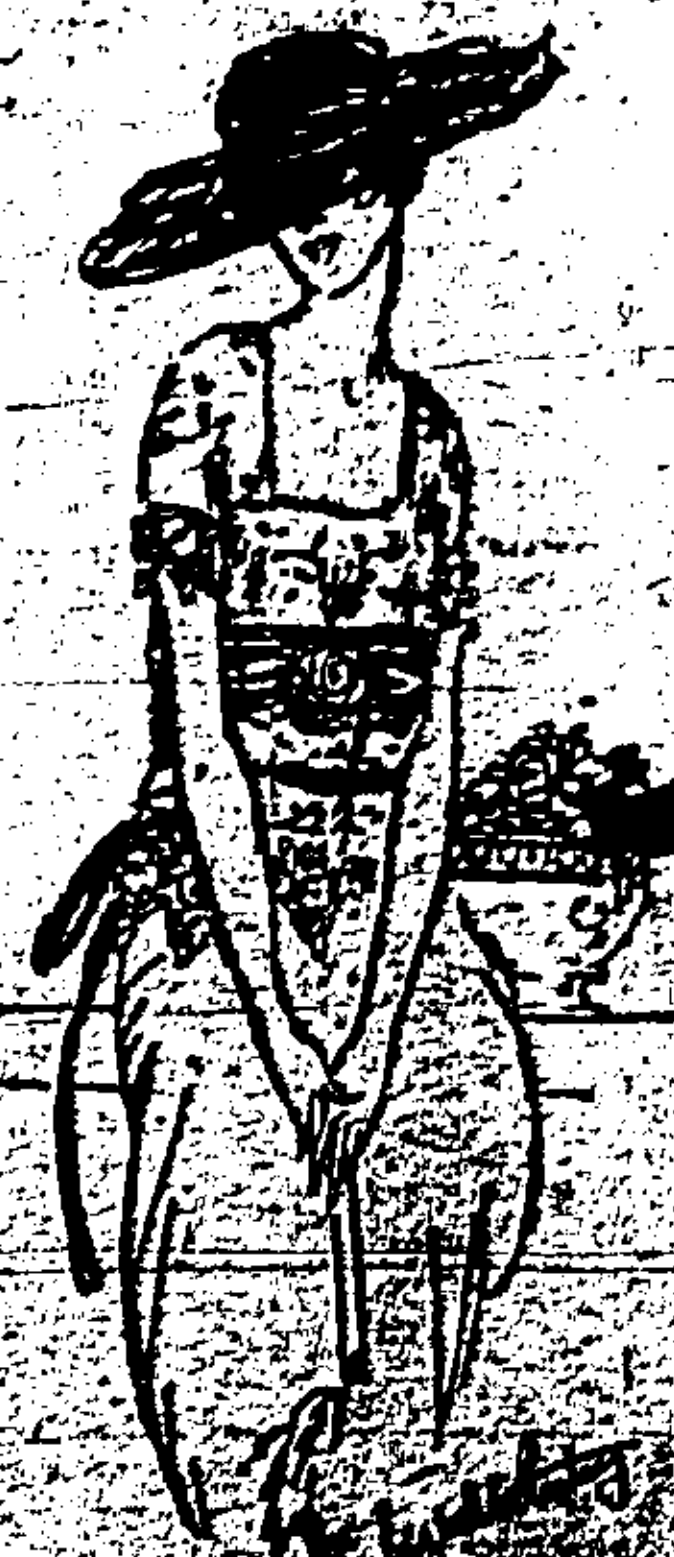
LAPIS LAZULI POPULAR.

Ivory handles to parasols and en-tousses are no longer the last word. Much more popular are handles of imitation lapis lazuli inlaid with many colours, with a wrist strap to match the dominant colour, either in silk or beads. When ivory is used it is a rule inlaid with a design in black. Walking sticks for ladies are to be popular, with elaborate many coloured handles and bead wrist straps.

THE NEWEST VEILS.

Some of the newest and prettiest veils are made in a circular shape and adorned with just one lace "butterfly," which is allowed to hover above the cheek. Great care must be taken, however, to drape the veil carefully, so that the butterfly does not alight upon the eyes, nose or mouth. Otherwise, the result will be the reverse of becoming.

BLOUSE OF LACE.



Here is another illustration of a blouse of lace, which is a long, flowing blouse with a wide hem and a high waist.

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N. LUND.

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M. E. F. AIREY,

Superintendent,

Hongkong, June 24, 1920.

MAUBEUGE COURT MARTIAL.

Paris, May 18—The Court-

martial which has been hearing

the charges brought against a

number of officers in connexion

with the surrender of the fortress

of Maubeuge at the beginning of

the war, gave its verdict at 6.25

this evening, acquitting all the

seven accused. The officers in

question are General Fournier,

the Governor of Maubeuge,

General Ville, Colonel Charlier,

Major Magnien, Major Leroux,

Captain Renaud and Captain

Saulnier.

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THE BANK OF EAST ASIA LTD.

Head Office—

No. 2, Queen's Road Central.

Paid-up Capital \$2,000,000.00

Reserve Fund 200,000.00

Directors

Mr. Pong Wai Tung, Chairman.

Mr. Cheong Shou Sen, Mr. Kwong Yung Fong,

Mr. Li Koon Chun, Mr. Mei Ching Keng,

Mr. Fung Ping Shan, Mr. Wang Yung Tung,

Mr. P. A. Bock, Mr. Cheong Ching Shek,

Mr. Ng Chung Lok, Mr. Ng Chung Lok.

Chief Manager—Kwong Yung Fong.

Asst. Manager—Li Koon Chun.

Every description of Banking and Exchange

business transacted—Loans granted on

approved securities.

Interest allowed on Current Deposit Accounts

at the rate of 2 per cent. per annum and on

Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent. per annum.

For 6 months at the rate of 4 per cent. per annum.

For 12 months at the rate of 5 per cent. per annum.

Special facilities for Home

Exchange.

Interest on Fixed Deposits at

the following rates:—

For 3 months 3 per cent. per annum

For 6 months 4 per cent. per annum

For 12 months 5 per cent. per annum

TSUYEE PEI

Manager.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 1, Des Voeux Road, Central.

Hongkong Branch: Raffles Place, Raffles Hotel.

DOMESTIC & FOREIGN BANKING.

SERVICE PROMPT.

Current, Savings, and Fixed

Deposits bear interest at Rates

2, 4, 5, respectively.

J. USING LY,

Manager.

Hongkong, 7th July, 1919.

PEAK TRAMWAYS CO., LTD.

TIME TABLE

WEEK DAYS.

7.30 a.m. to 9.30 a.m. Every 15 mins.

9.30 a.m. to 11.30 a.m. Every 15 mins.

11.30 a.m. to 1.30 p.m. Every 15 mins.

1.30 p.m. to 3.30 p.m. Every 15 mins.

3.30 p.m. to 5.30 p.m. Every 15 mins.

5.30 p.m. to 7.30 p.m. Every 15 mins.

7.30 p.m. to 9.30 p.m. Every 15 mins.

